MILWAUKEE DAILY SENTINEL.

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THE SENTINEL.

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INVARIABLY IN ADVANCE.

JERMAIN & BRIGHTMAN,
Publishers and Proprietors.

W. D. JERMAIN.....H. M. BRIGHTMAN

TUESDAY MORNING, SEPT. 27, 1859.

Arrival and Departure of Railroad Trains, and Hour of Closing Mails.

MILWAUKEE & CHICAGO.

Depart.	Arrive.	Mails Close.
8:00 A. M. (for Freeport)		
10:30 A. M.	12:30 P. M.	9:30 A. M.
5:15 P. M.	12:15 A. M.	2:00 P. M.

MILWAUKEE & MINNESOTA.

7:25 A. M.	9:35 A. M.	9:00 P. M.
1:50 P. M.	3:35 P. M.	12:30 P. M.

MILWAUKEE & MISSISSIPPI.

9:55 A. M.	12:40 P. M.	8:00 A. M.
4:05 P. M.	6:15 P. M.	12:30 P. M.
5:00 P. M.		

MILWAUKEE & HORICON.

7:25 A. M.	9:35 A. M.	9:00 P. M.
1:50 P. M.	3:35 P. M.	12:30 P. M.

MILWAUKEE, WATERTOWN & BARABOO VALLEY.

4:05 P. M.	12:40 P. M.	3:30 P. M.

DETROIT & MILWAUKEE.

12:00 M.	2:50 A. M.	11:00 A. M.
3:00 P. M.	12:00 M.	7:00 P. M.

Departure of Steamers.

FOR COLLINGWOOD AND THE EAST.

The Collingwood Line of screw steamers leave—one every day, from Dousman's dock, foot of East Water st., connecting at Collingwood with cars from the East.

FOR BUFFALO.

Screw steamers, with good accommodations for passengers, leave the different transportation docks every day for Buffalo.

FOR PORT WASHINGTON, &C.

The Steamer Gazelle leaves Johnson & Olmsted's Dock at 9 o'clock in the morning, for Port Washington, Sheboygan, Manitowoc and Two Rivers.

FOR CHICAGO, &C.

The steamer Traveller leaves Johnson & Olmsted's Dock every evening, at 9 o'clock, for Chicago and intermediate ports.

The Foreign News.

The steamer *North America*, with Liverpool dates to the 14th inst., arrived yesterday. A synopsis of the important news she brings, will be found under the telegraph head. The war in China has broken out afresh, and the French and English have met with a severe repulse. JOHN BULL is naturally indignant at this, and suspects that *Russians*, who owe JOHN a grudge, contributed to this unpleasant result. The report that the American Minister had reached Pekin unmolested, is another sore subject to Mr. BULL.

The mammoth steamship *Great Eastern* had met with a most unfortunate accident on her trial trip. An explosion on board killed five men and wounded others. The mishap will delay her departure for Portland, Maine, until the 10th of October.

The telegraph reports an improvement in the Liverpool and New York markets for breadstuffs.

Very little news from the continent.

The Zurich Conferences are at a stand-still, and Italy "fermenting."

AN INFAMOUS OUTRAGE!

The Track of the La Crosse R. R. Torn Up and a Passenger Train thrown off!

A dastardly and inexcusable outrage was perpetrated in Columbia County, by some unknown parties, yesterday morning. The rails on a portion of the track of the Milwaukee & Minnesota R. R. (La Crosse,) were stealthily removed, and the Passenger Train, going West, was thrown off, in consequence, with the loss of one life and considerable damage to property. We are, as yet, without full particulars of the disaster. We learn, however, that the person who lost his life was the Baggage-Master on the Train, a steady and faithful man. What provoked the outrage, we do not know; but no possible excuse, or provocation, can extenuate the crime. If the parties who did the deed had aught to complain of, or any demands to make, against the Company, there were ways and means, under our institutions and laws, of securing a hearing for their complaints and satisfaction for their demands. But this taking the law into their own hands and attempting to wreak their vengeance upon the Company, or compel it to grant their exactions, by *tearing up the track* and thereby periling the lives and property of innocent persons, cannot be tolerated for one instant. The whole power of the State, if need be, should be unhesitatingly called into requisition, to ferret out and bring to instant and signal punishment the villains who were guilty of this atrocious crime. We trust that the people of Columbia will be the first to assist in this work, and thereby help to efface the stigma which such an outrage, if suffered to stand unrebuked, must cast upon that country.

A Suggestion Gratis.

In view of the fact that some of the most telling Democratic *arguments* of the campaign have already been completely neutralized, by the "well-designed, but ill-timed" efforts of a few of the less accomplished Democratic presses of this State, the Madison *Journal* recommends a Democratic State Convention to agree upon some uniformity of action. It is likely that the suggestion will be acted upon, and the *Journal* thinks the Convention will doubtless adopt resolutions to this effect:

Resolved, That it is the obvious policy of the Democratic press of this State, in the present campaign, [slightly changing the language of Dunton,] to *lie*, and again to lie, and continually to LIE.

Resolved, That while we feel a just pride in the capacity for falsehood manifested by the Democratic presses of the State, we have seen, with feelings of poignant regret, some of the most ingenious and telling lies devised during the campaign, calculated greatly to promote the welfare of our ticket, exposed and rendered nugatory by the well-designed but ill-timed counter-efforts of other members of this Convention.

Resolved, That it is a most obvious dictate of sound policy that we now agree upon a series of lies which shall, in the opinion of this Convention, be best calculated to promote the ever great and glorious principles of the Democratic party—a policy so clear and well established that pickpockets and horse thieves even, when called upon as witnesses, can see the propriety of "all swearing alike—and that we mutually pledge each other firmly and constantly to adhere to these lies during the balance of the campaign.

WE CAN'T TAKE HIM OFF.—The *Sentinel* suggests to us that we ought to suppress Col. Hart's communications.—*News of Sunday.*

Not by any means. The *Sentinel* would be the last to "suggest" any such thing. We rather enjoy the predicament of the *News*. Though desperately anxious to rid itself of its Know-Nothing correspondent, it *"can't take him off."* The verbose Colonel has fastened himself upon the *News*, like the Old Man of the Mountain upon Sinbad the Sailor, and do what it will, our unlucky cotemporary cannot get rid of its K. N. rider. The *News*, to be sure, pretends that the Colonel "was never a *political* Know-Nothing." But this is only the *News'* pleasant way of informing the public and the Colonel that he is a *natural* Know-Nothing. Being one of that fraternity, the *News* ought to know.

Appointments for Senator Doolittle.

HON. JAMES R. DOOLITTLE, United States Senator from this State, will be present with Mr. HARVEY, the Republican candidate for Secretary of State, and address the people as follows:

La Crosse, Friday	October 14
Sparta, Saturday	" 15
New Lisbon and Mauston, Monday	" 17
Kilbourn City, Tuesday	" 18
Portage, Thursday	" 20
Watertown, Saturday	" 22

Mr. DOOLITTLE will be present with Hon B. G. NOBLE, the Republican candidate for Lieutenant Governor, and address the people as follows:

Janesville, Monday	October 24
Delavan, Tuesday	" 25
Elkhorn, Wednesday	" 26
Geneva, Thursday	" 27
Kenosha, Friday	" 28
Racine, Saturday	" 29

The Republican press at the several localities are respectfully requested to give immediate notice of the above meetings, and the Republican County Committees to make proper arrangements for the same.

By order of the Republican State Central Committee.

HORACE RUBLEE, Chairman.

THE CITY.

The State Fair.

We would suggest to those visiting the State Fair, that they look up their BOOKS and MAGAZINES, that need BINDING, and bring them in to the SENTINEL BINDERY. We are doing this class of binding very cheap, and in the best style. We are also manufacturing BLANK BOOKS to order, very low. Call and see.

The State Fair.

There is every prospect of a very fine display, notwithstanding the unpropitious weather yesterday. Over six hundred entries had been made up to last night, and the preparations were going on at the grounds throughout the day. The proprietors of the numerous refreshment stands seemed to take the rain in "good part," and all were unanimous that it *would* clear off eventually. The Fine Arts Hall is already stocked with articles, that will be arranged to-day. The Ladies' Retreat is ready for occupancy, and the steam engine in the mechanical department will probably be got in working order by to-morrow. No. One (Hook & Ladder,) came on last evening. Mr. DAVIS has arranged a very complete camera obscura near the judges stand, and intends to exhibit his pictures in connection with explanatory remarks on the nature and wonders of the organ of vision, which the camrea so beautifully illustrates.

During the shower yesterday afternoon, one of the large tents came down, causing a general scampering, but was not injured in any respect.

Should the weather prove at all favorable, we may expect lively times on the ground to-day.

Hon. Abram Lincoln.

This distinguished gentleman will deliver the annual address before our State Agricultural Society, on the Fair Grounds, next Friday, at 10 A. M. No better orator for the occasion could have been found in the whole Northwest, and if we are not mistaken, our agricultural friends will find in his discourse alone, an ample recompense for the time and cost of attending the Fair. It will be well, therefore, for all who desire to hear the address, and whose business may prevent them from devoting the entire week to the Fair, to shape their affairs so as to be here on Friday.

NEW NAME FOR SPRING STREET.—Our evening cotemporaries, the *Free Democrat* and *Wisconsin*, have been discussing the question, as to whether Spring *Street*, or Spring *Avenue*, is the proper designation of the fine, broad and sightly thoroughfare, which leads westwardly from the Milwaukee river, through the Fourth Ward. The *Free Democrat* of yesterday, says:

"If there is a desire to call the wide portion of Spring Street, above Ninth, an *Avenue*, let some euphonious title be prefixed and we would have no objection. In fact, we would rather like it."

Sometime since, we suggested to parties interested and to our City Fathers, that the street in question should be called *Juneau Avenue*, in compliment to the first settler and founder of Milwaukee. The name is "euphonious," and, in the absence of the monument, which our city voted, but has not yet erected, to SOLOMON JUNEAU, would serve to perpetuate the memory of a good man and loyal citizen.

THE GRAND HAVEN FERRY.—The Milwaukee *Free Democrat* of Friday states that the ferry boat *Milwaukee* suffered a serious fracture in the neighborhood of her engine room on Thursday night last, midway between Grand Haven and Milwaukee, and that she was obliged to "lay to" until daylight.—Thus another instance of the insuperable difficulties in the way of establishing a route eastward, over the broad bosom of Lake Michigan, presses itself vividly upon the attention of an observing public and prudent financiers.—*Chicago Times of yesterday.*

The "serious fracture," was the giving out of a *pump*, and is already remedied; the *Milwaukee* having resumed her regular trips.—Steamboats have met with similar, or worse "fractures," on the "broad bosom of Lake Michigan;" propellers have broke down, run ashore or burnt up; and sail vessels have capsized, foundered, carried away sails, rigging and masts; or, as a final resort, plumped themselves upon the beach; and yet, in all this time, the Chicago press never before discovered that steamboats, propellers, and sail craft on the lakes, were all so many failures. "An observing public and prudent financiers" will readily appreciate the cause of the sudden and affected anxiety of the Chicago press, about the sea going qualities of our steamships.

HOW TO LOOK WELL.—There may be a great deal in a man's taste, whether he looks well or not, but he may have all the taste of BEAU BRUMMEL and if the garments and etcetera's upon which he lavishes his money are not what they were bought for, his taste will avail him but little. The best way is to buy your clothes, collars, neck ties, &c., of a man of taste; such a man always has a well assorted stock, can suit you to a T, and—well just such a man is RUSSELL, opposite the *Sentinel* office. His customers are confined to men of taste and he buys his stock to suit them. Perhaps there is not in town so large a variety of collars and under garments in one store as here displayed, and we know from experience what their quality is.

Mr. RUSSELL has recently added a great supply of fall and winter clothing to his stock and he respectfully solicits inspection.

VISITING FIREMEN EXPECTED.—Engine Company No. 2, of Madison, are expected to arrive in our city to-day, by the morning train on the M. & M. R. R. They will be the guests of Neptune Engine Co. No. 2, of Milwaukee, during their sojourn in this City. A Company from Fond du Lac, another from Racine, and a third from Watertown, are expected here this afternoon, or to-morrow morning. The Fond du Lac Firemen will be quartered at the Phelps House in the Second Ward.

The Firemen's Tournament (in which only visiting companies participate) comes off on the Fair Grounds *to-morrow* afternoon.—Our own Fire Department compete for Prizes on Thursday.

VISIT THE STEAMSHIPS.—Our friends from other portions of the State attending the Fair, who have not yet seen the new steamships plying between this city and Grand Haven in connection with the Detroit & Milwaukee Railway, will find them well worth visiting. They are splendid specimens of marine architecture, and are the only ocean-built vessels that float on the Lakes. One of them may be seen every day at the Company's dock, foot of Milwaukee street—the *Detroit* in the forenoon and the *Milwaukee* in the afternoon.

MILITARY VISITORS.—The Valley City Guards, from Grand Rapids, are expected here *this* morning. They will be received and entertained, while here, by the Milwaukee Citizens' Corps, Captain G. K. KIMBALL. We are sure that nothing will be left undone, on the part of the Citizens' Corps, to make the visit of their friends and neighbors from Michigan, a pleasant one.

THE PUBLIC SCHOOLS.—The Public Schools of our city will be closed on Thursday and Friday of this week, in order to enable Scholars and Teachers to visit the State Fair.

The Grain Trade.

Receipts of wheat yesterday were large, amounting, with flour, to upwards of eighty thousand bushels, namely: 2,409 bbls flour, and 70,103 bus wheat. Shipments were larger than any previous day this year, reaching nearly *one hundred and fifty thousand* bushels, namely: 7,358 bbls flour, and 112,500 bus of wheat. The market opened at Saturday's decline with a fair degree of activity, but after the receipt of the foreign news prices stiffened, and at the close had a decidedly upward tendency. Eastern markets have also taken an upward turn as will be seen by our telegraphic advices.

State Fair Regatta—Day Fixed.

PRIZES BY THE AGRICULTURAL SOCIETY.—There will be a Regatta in Milwaukee, on *Thursday, Sept. 29th*, commencing at 3 P. M., open to all amateur boat clubs of Wisconsin, Michigan and Illinois, for six and four-oared boats, and open to all scull boats.

Six and four-oared boats to be pulled by active members belonging to their respective clubs on the 25th of August last.

The course for all boats is to be from Walker's Point Bridge down the river 1 1-2 miles and return.

All entries must be made at or before 10 A. M. of the 29th inst., with S. M. OGDEN and JOHN THORSEN, Committee, at which time each club shall furnish a list of the crew who pull the boat entered by the club.

On the morning of the Regatta, the Committee will be at the Boat House of the Milwaukee Club, foot of Sycamore street.

ENTRANCE FEES.

For six-oared boats	$10,00
" four " "	7,00
" two pair scull boats	5,00
" one " "	3,00

PRIZES.

For six oared boats: First prize—Silver Cups; value, $66. Second prize, (in case four or more boats are entered)—Silver Cup; value, $18.

For four-oared boats: First prize—Silver Cups; value, $35. Second prize, (in case four or more boats are entered)—Silver Cup; value, $12.

For two pair scull boats: First prize—$20. Second prize, (in case four or more boats are entered)—$10.

For single pair scull boats: First prize—$12. Second prize, (in case three or more boats are entered)—$7. Third prize, (in case five or more boats are entered)—$5.

JOHN THORSEN,
Chairman Regatta Committee.

Closing of the Banks on Thursday.

For the purpose of enabling their employees to visit the Fair grounds, the undersigned banks and bankers agree to close their respective offices at one o'clock P. M. on Thursday next, except so far as it may be necessary to keep one clerk for the purpose of receiving payment of unpaid paper, if any.

ALEX. MITCHELL, President Wis. M. & F. Ins Co.
JOHN G. INGERSOLL, State Bank.
MARSHALL & ILSLEY.
E. L. JOSLIN, Cashier Bank of Milwaukee.
EDWARD D. HOLTON, President.
JAS. LIDDINGTON, Vice Pres't.
J. H. SIMMONS, Cashier.

The customers of the different banks in this city will confer a favor by transacting their bank business on Thursday next, before one o'clock P. M.

Milwaukee, Sept. 26, 1859.

d1t BY ORDER OF THE VESTRY.

A PARTIAL APOLOGY.—The Chicago *Press & Tribune*, of yesterday morning, offers the following apology for a previous mis-statement:

It is proper to state that the Milwaukee and Grand Haven steamer *Detroit* did not lose her wheelhouses in the late gale, as reported in our columns some days since. The error arose from copying too faithfully a private despatch, received by a gentleman in this city on the day of the gale.

We should like to know who sent that lying "private despatch."

"FAILURES."—The steamship *Milwaukee*, of the Detroit and Milwaukee Railroad line, having met with a slight accident to her machinery, a day or two since, the Chicago *Democrat* makes haste to chronicle the fact, and thence infers that these steamships are "failures." During the equinoctial storm last week, a mile or more of the Illinois Central and Michigan Central Railroad track was completely washed away by the sea, and the communication with Chicago interrupted for a day or two. Are the Illinois Central and Michigan Central Railroads therefore "failures?"

AMUSEMENTS.—The theatre company failed to come to time last night, and the CAMPBELL'S occupied Albany Hall. Their programme was even better than Saturday evening, and the audience gave unequivocal signs of being delighted. HAYWARD sung in his best style, and with his own *soave mente*. An excellent singer is HAYWARD, and a most artistic troupe are the CAMPBELLS. They have engaged Albany Hall for the rest of the week, and will hold forth nightly to the delighted public.

PEACHES.—There are any quantity of peaches in town; we see baskets full of them on every street and sloop loads of them on the river. We have tasted them daily—and the best—most delicious—came from J. E. STEVENS, on River street, corner of Biddle. He has just received 700 baskets of superior, juicy fruit, and we opine he is the man to trade with.

REGIMENTAL PARADE—MEETING OF OFFICERS.—A meeting of the Field, Staff and Line Officers of the First Regiment, Wisconsin State Militia, will be held at the Armory of the Union Guard, (corner of East Water and Huron streets) *this*, Tuesday evening, at 8 o'clock, to make arrangements for the Regimental Parade. The punctual attendance of all the Officers attached to the Regiment is particularly requested.

CRICKET MATCH TO-MORROW.—We understand that a cricket match, between the Lisbon and Waukesha players, on one side, and the Milwaukee players on the other, will come off to-morrow, in the field adjoining the Fair grounds, on the North-West. The wickets will be pitched about 10 A. M. Lovers of this fine game are invited to come and see the sport. The game will be continued on Thursday.

BETTER LOCKS FROM THE COUNTRY.—Farmers report that the frequent rains and warm weather of the past few days, have wrought wonders with the Fall pastures, and that fields and meadows, which ten days ago seemed to have lost all vitality, are now fresh and green. They anticipate good feed, yet, for their cattle.

MILWAUKEE CITY BONDS.—The New York *Tribune* of Thursday last, in its money article, has the following item:

Holders of the past-due bonds of the City of Milwaukee, are requested by the Messrs. Worth and Bell, to call at their office, arrangements having been made by said city to take up her past-due bonds and coupons.

MACK BROTHERS.—There is considerable rivalry in the dry goods business, at present, and we hear it stated that MACK BROTHERS, at their extensive store on East Water street, are offering superior inducements to customers. We shall take a walk down, and inspect their celebrated establishment to-day, and see if it is all that we hear of it.

THIS morning at 10 o'clock, CALEB WALL sells a large stock of dry goods.

TO BUSINESS MEN.

PREPARE FOR THE STATE FAIR!

Now is the time to hand in your Advertisements. The arrangements for the State Fair are in rapid progress and we may expect an unusual influx of visitors from all parts of Wisconsin and adjoining States.

The regular issue of THE SENTINEL is more than DOUBLE that of any other Daily in Milwaukee, rendering it, by great odds, the most desirable Advertising medium in the city. As we have recently REDUCED OUR PRICES, all classes of Business Men can avail themselves of our columns, and at *very low rates.*

During Exhibition Week a very large *extra edition* of THE SENTINEL will be printed daily and circulated on all the PUBLIC CONVEYANCES LEADING TO THE CITY, AND AMONG STRANGERS VISITING THE FAIR GROUNDS.

☞ Those desiring Cards, Circulars, Posters, Fly Bills, or any description of Printing, will find it to their advantage to call at the SENTINEL Job Rooms and leave their orders.

Our facilities for Job Printing are UNEQUALLED in the city, and our PRICES HAVE BEEN REDUCED so low that every Business Man can avail himself of Printer's Ink, during Fair Week, at a very small cost.

Persons wishing to SAVE MONEY, and have their orders quickly and neatly executed, will not fail to GIVE US A CALL!

EDITOR SENTINEL.—*Dear Sir:*—Please insert in your paper the following from the Assistant Foreman of the Fond du Lac Fire Co. No. 3:

"I see a notice in one of your city papers that we were going to the Milwaukee House. I wish you to say to Mr. PHELPS that it is not so. It is got up without any foundation; we are coming to the "Phelps House," and no mistake, and would like to have him put it in the *Sentinel*." Yours truly,

(Signed.) JOHN CASE.

Fond du Lac, Sept 22, 1859.

THE BEAUTIFUL COLLECTION of Oil Paintings, now on exhibition at No. 3 Newhall House, is worthy the particular attention of our readers. These are not the production of those who are novices with the pencil, but genuine pictures of some of the most eminent living European artists. They are admirably arranged in the Gallery, and it is hoped that all our citizens who are interested in the fine arts will examine them previous to the sale by auction, to-morrow evening. Our lady readers will find this Gallery a most agreeable place to spend a leisure hour. d1t

REV. J. C. RICHMOND'S NEW CHURCH, North-east corner of Jackson and Martin streets. This Church will be dedicated and the Rector installed by the Right Rev. JACKSON KEMPER, D. D., Bishop of the Diocese, on Wednesday morning, the 28th inst., at 10 1-2 o'clock. All seats free.

d1t BY ORDER OF THE VESTRY.

TROTTING HORSES.—Mr. A. ROGERS, of Chicago, has leased the track at the Cold Spring grounds, and will bring the following celebrated trotting horses from Chicago during the State exhibition, viz.: *Jim Cook, Reindeer, Ten Broeck, Belle of Saratoga, Prairie Boy* and *Honest Ans*. These animals are well-known to the sporting world, and will form no inconsiderable attraction during the Fair.

BROWN'S MUSEUM, which will be exhibited at the State Fair this week, contains the celebrated American Giant, seven feet four inches high without stockings; also the Lilliputian Giant, three feet high with stockings, and a host of other wonders, which, to be appreciated, must be seen.

BLOOD IN TOWN,—*Honest Ans, Prairie Boy* and *Reindeer*, the three trotting horses, of western renown, arrived yesterday, and were taken immediately to the Cold Spring Course.

SENTINEL READING ROOM.

WE have opened in connection with our new Counting Room, 207 East Water st., a Reading Department, where all the leading Daily Papers in the United States and Canada are regularly placed on file, for the benefit of those who may wish to see them. Strangers visiting the city are invited to avail themselves of our "Free Reading Room" at their pleasure.

SAMUEL I. BRIDGE,
Real Estate, Money & Insurance Broker.

I OFFER my services for the negotiation of Notes Mortgages, Stocks, Bonds, and other securities, and for the *obtaining of Loans.* Also, for the purchase and sale of REAL ESTATE. Taxes paid. Abstracts of title furnished. Collections made in all parts of the country.

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SAML. I. BRIDGE,
Office of Merchants' & Traders' Ins. Co., Michigan street, under Newhall House. mo10|266dtf1stpp

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my14|257dtf-1stpp A. WELLER, Agent.

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SMITH & STONE, Publishers d1t

☞ TO MERCHANTS.—Advertise in the *Republican*, Gravesville, Calumet Co., J. N. STONE, Editor and Proprietor. aug10|613tf

☞ DRS. JULIAN & EDWARDS, Private Physicians. Office, 134 Main street, Milwaukee, Wis. my28d1y

E. TOWNSEND MIX,
ARCHITECT.
PLANS AND SPECIFICATIONS FURnished, and Buildings superintended on reasonable terms. Office on corner of East Water and Wisconsin streets, in Ludington's Block. jan21

MARRIED:

At Waukesha, on Monday, by the Rev. WESLEY LATTIN, Mr. VALENTINE BALTUFF, of Milwaukee, to Miss M. LIBBIE MCCALL, of Waukesha.

DIED:

In this city, on Saturday evening last, the Hon. GARRET M. FITZGERALD, aged about 58 years.

MR. FITZGERALD had been a resident of the County of Milwaukee for about 18 years, during which time he was chosen a member of the Convention to frame the Constitution of the State, member of the Territorial and State Legislature, and up to January last he was for six years Treasurer of the County of Milwaukee. But few men in Milwaukee County had a larger circle of deeply attached friends than Mr. FITZGERALD, and his loss among the old settlers of the County will be deeply deplored.

In this city, Saturday morning, the 24th inst., at 7 o'clock, of consumption, KATHERINE, wife of HENRY KREGAN, aged 42 years.

In Mukwonago, at the residence of his father, on the 19th inst., after a painful and protracted illness, Mr. HENRY B. HARDY, formerly of Sheffield, England, late of Milwaukee, aged 31 years.

TELEGRAPH!

REPORTED BY THE N. Y. ASSOCIATED PRESS FOR THE DAILY SENTINEL.

LATER FROM EUROPE.

Arrival of the North America.

FARTHER POINT, Sept. 26—3 P. M.

The steamer North America from Liverpool, with dates to Wednesday the 14th inst., has passed here on her way to Quebec.

An accident had occurred on board the Great Eastern, which will prevent her from starting on her trip to Portland for about three weeks. The feed-pipe casing in one of her funnels exploded during her trial trip, with terrible force. Five of the firemen were injured so as to cause death, and there are others wounded.

The explosion occurred on board the Great Eastern on the 9th, off Hastings. The grand saloon was torn in pieces and much damage done to the internal fittings of the steamer. The guests had just left the cabin, and all fortunately escaped injury. The frame of the ship sustained no injury, and her engines were not stopped until she reached Portland. The coroner's verdict showed that the explosion was caused by the failure of the passage of water through the jacket on account of the giving out of an auxiliary pump.

GREAT BRITAIN.—The new reform movement under the auspices of Cobden, Bright, and others, was in progress.

Some of the building firms of London had yielded to the demands of the men.

CHINA.—Admiral Hope arrived off Peiho river on the 17th of June, and found entrance barred. An attempt was made on the 25th to force a passage, when suddenly batteries, supported by a force of 20,000 men, were unmasked, and opened a destructive fire. After a severe action, the squadron was compelled to with a loss of gun boats. Nearly 500 men were killed and wounded.

The plenipotentiaries had returned to Shanghai. Seven officers were killed and 17 wounded. Among the wounded was the Admiral.

The gun boats in opposition and Dover, pushed in close to the first barrier. The guns of the forts then opened a fire, and the action became general. The fire of the Chinese in weight and precision, was such as had never before been experienced. Every shot told, while those of the British did comparatively but little injury. The troops were ordered to land. As the first boat touched the shore, the forts poured a perfect hurricane of shells, balls and rockets, which mowed down the men as they landed. The ships supported them as well as possible. Of the 1,000 men who landed, barely a hundred reached the first of the wide ditches situated 500 yards from the river, and only 50 reached the third ditch. They would have made an attempt to scale the walls, but the ladders were either broken by the shot or stuck in the mud. With one of the ladders left 10 men sprang forward, three of whom were killed and five severely injured. Orders were given to retire, and while so doing the men were shot down like birds. Many of the boats were swamped by the balls, and not enough remained to carry off the survivors—several boats full of wounded were struck and swamped. Russian features were distinctly visible among the men manning the Chinese batteries. The Americans towed up several boats to the scene of action and afterwards took a number of men to their respective ships.

The English and French Secretaries of Legation to China returned home in the mail steamer. The news created much sensation; and such a treacherous violation of treaty called forth loud demands for a terrible vengeance.

The Times says: "Henceforth negotiations must be carried on at Pekin, where no one can doubt Europeans will be as much at at home and safe as at Paris." It concludes the article with the following uncomplimentary reflections on American Ambassadors:

The American Ambassador, without force of arms, is said to have been admitted at Pekin. Of course, he had a peculiar claim to this exceptional privilege, on account of assistance given to Chinese Mandrians to deprive us of the just fruits of the late successful war. Whether this or some new claim of the same character render him more admissable than those who opened the way for him, does not yet appear. If the Americans can open China by peaceful methods let them do it, but thus far they seem better able to help themselves than to do anything for the world at large.

BELGIUM.—The King of Belgium had gone to see the Emperor Napoleon, it is supposed in reference to the difficulty between France and Austria.

FRANCE.—The late article in the Paris *Monitour* came direct from the Emperor.

It is rumored that France and England had agreed to a European Congress on Italain affairs, and if necessary the Zurich plenipotentiaries will have occasional meetings.

ITALY.—The National Assembly of Parma had voted the expulsion of the House of Bourbon, and the annexation of Parma to Sardinia.

It is said that Victor Emanuel is disbanding his army; but the men are furnished with passports to Tuscany and Modena, where they will swell the army of Central Italy.

CIRCASSIA.—Schamyl, the noted Circassian leader, it is reported, has been made a prisoner and sent to St. Petersburgh.

AUSTRIA is making great concessions to Protestants.

INDIA.—Signs of disaffection continued in the Madras cavalry at Hyderabad.

AUSTRALIA.—The Australian mails to the middle of July have been received. The supply of gold is increasing.

LATEST NEWS!

BY LAST NIGHT'S REPORT

Mechanics Fair at St. Louis

S. LOUIS, Sept. 26—9 P. M.

The fourth annual Fair of the St. Louis Agricultural and Mechanical Association, opened to-day, and although a heavy rain fell during the morning, the grounds were thronged, about 15,000 people being in attendance. The first Brigade of the Mo. Militia joined in the opening ceremonies, and was reviewed by Col. Sumner, U. S. A., and staff. Nearly every State in the Union is represented, either by delegates, stock, or in mechanical and agricultural departments. The number of entries already exceeds 5,000; more than twice as many as at any previous Fair.

The exhibition of stock is unprecedently large, and superior in quality; the $1,000 premiums for best roadsters, thorough bred stallions and thorough bred bulls, having drawn here many of the most celebrated animals in the country. There were twenty draft stallions in the ring to-day. The first premium was awarded to Chas. S. Mack, of Lockport, N. Y. The first premium on matched horses was taken by Wm. Reed, of Butler Co., Ohio.

City is densely thronged with strangers, and every train and steamer comes is laden with additional crowds. Should the weather prove propitious, the Fair promises to eclipse any Fair ever held in the Union.

Matters in Kansas.

LEAVENWORTH, Sept. 26—9 P. M.

Hon. F. O. Stanton delivered an address on on Saturday night, advocating the adoption of the Wyandotte Constitution, and advising the people to vote on instrument on the 4th of October. The indications favors its ratification.

Gen. Lane is again on the stump, on the question of exempting from execution one hundred and sixty acres of land for homesteads, to actual settlers, and that it be submitted with the Constitution.

The Republicans have called a convention at Topeka, on the 12th of October, for the purpose of nominating State officers.

New York Matters.

NEW YORK, Sept. 26—9 P. M.

McAlpine, alias Marmaduke Reeves, the woman swindler, was to-day sentenced to the penitentiary for five years.

A letter from China to the Evening Post, asserts that the English fleet attempted to ascend the wrong mouth of the river, while the Chinese deputies were waiting for them at the right place. The writer also says that commercial men at Shanghai all deprecate the hasty and ill-advised proceedings of the English.

International Cricket Match.

MONTREAL, Sept. 26—9 P. M.

The play in the great Cricket Match commenced at 11:30 A. M. Messrs. Parr and Cæsar were at the wickets. Grundy, Hayward, Wisden and Coffyn are out and four wickets have fallen for 60 runs.

The weather is beautiful and there is great excitement. The match resulted in favor of the English.

ZANESVILLE, Sept. 26—9 P. M.

The Ohio State Agricultural Board will net $10,000 from the Zanesville Fair.

Departure of Missionaries.

BOSTON, Sept. 26—9 P. M.

Religious services were held this A. M., on the ship Annie Buckram, on the occasion of the departure of Rev. J. P. Haswell and wife and Miss Sarah Mason, who go out as Missionaries under auspices of the Baptist Missionary Union.

Yacht Race.

NEW YORK, Sept. 26—9 P. M.

A yacht race took place to-day. The yachts came in in the following order: schooners Zinga, Gipsey, Favorite; sloops, Mallory, and Mannering.

The British Corn Trade.

From the Mark Lane Express, Sept. 5.

Notwithstanding some heavy rain at the beginning of the past week, there has been a sufficiency of fine weather to complete the harvest in most places. Some quantity of the second crop of grass has also been secured, while turnips and the root crops generally have been greatly benefited by the shower. The potato disease has, however, much increased in this country as well as in Ireland, and many of the early sorts which appeared sound have become worthless. The previous fine weather, nevertheless, so unhinged the wheat trade, that markets have continued drooping, the finest old having given way 1s. per qr.; and the new, from its inferior quality and condition, being 2s. per qr. cheaper. There is no immediate prospect of a rally, though the week closed with more tone.

New white at Boston has sold as low as 36s., new red at 24s. per qr. The increased supplies, whether resulting from necessity or a want of confidence in farmers, have contributed much to the depression, though foreign arrivals have diminished considerably, and the failure of the orders from this country must lead to a further decrease. It is true that estimates of the crop in America exhibit an increase of about five millions of quarters overlooked, while much of a speculative spirit exists.

It seems improbable that important shipments will be made thence without better prospects. Maize, too, in that country, as well as in Southern Europe, has partially failed, and is likely to increase the relative value of wheat, especially as the deficiency in potatoes will have to be made up in Ireland as well as here. The inequality of the barley crop this season greatly exceeds that of wheat, some being of less value than good oats, and other samples worth as much as the best wheat.

Great stress is laid by some of our cotemporaries on our own stock of old Wheat, as proving the abundance of last year; but we rather trace this to the heavy yield of 1857. Even should it reach the estimate of three million quarters, what more is this than provision for two months' consumption? European markets have varied little. The French exports of grain this year up to the 31st of July have exceeded the imports by about 1,750,000 quarters. Of these imports the United Kingdom in the same time has received 1,029,788 qrs. Wheat 2,409,087 cwt. Flour, which, taking the flour at 561bs. per bushel, equals in all 1,632,000 qrs., or the whole quantity excepting 118,000 qrs.

The arrivals off the coast since the 24th ultimo have been thirteen; and the business transacted as follows: 4 cargoes of wheat, 1 Odessa Ghirka for Bristol at 41s, 1 Taganroc Ghirka at 44s. 6d and 2 Galatz at 37s and 49s. 9d; cargo of Maize at 26s. 1 1-2d to 29s. and 4 of barley at 21s to 23s per qr.

The sales noted last week were 84,616 qrs wheat at 44s. 4d, against 84,399 qrs in 1858. The London averages were 45s. 10d on 3,790 qrs. The imports into the principal ports of Great Britain for the week ending Aug. 24th, in wheat and flour, were 29,327 qrs.

Wants.

CARPENTERS, PILE DRIVERS, AND LABORERS.

A NUMBER OF CARPENTERS, EXPERIENCED Pile Drivers and Laborers can find employment all the season, at the new breakwater of the Detroit & Milwaukee Railway Co., at Grand Haven. Free on the Co.'s boats Half-price, and Fare advanced on account of work, if necessary.

SAML. G. RIDLEY,
jy13|519dtf Contractor.

LUMBER!

WE CALL THE ATTENTION OF FARMERS and others to our stock of

DRY LUMBER,

Which we are selling

CHEAP FOR CASH.

Lumber delivered on board the cars or to any part of the city FREE. MENZIES & CO.,
Corner Lake and Hanover streets, Walker's Point, near Menomonee. [aug15|83dtf]

CALEB WALL,
WILL SELL
On Wednesday & Thursday Evenings,
SEPT. 28TH AND 29TH, at 7½ O'CLOCK,
At No. 3 Newhall House,
A LARGE AND SPLENDID COLLECTION OF
OIL PAINTINGS,

WHICH HAVE BEEN SELECTED with great care and on the most favorable occasions in Europe, by myself, during the past year and imported from Europe the present season, comprising valuable Original Paintings by eminent living Artists, and copies of some of the most celebrated Pictures of Old Masters now in the different Galleries of Europe.

Among the subjects may be found Groups and Figures of life-size; Historic subjects; Architectural and Street Views in different European cities; Cattle Pieces and Horse Pieces; Landscapes, &c.; with a great variety of size and style, subject and finish; the whole forming, it is believed, one of the best collections ever offered in this city.

☞ The attention of the lovers of good Pictures is resp

THE SENTINEL.

DAILY, TRI-WEEKLY & WEEKLY.

RUFUS KING, EDITOR.

TUESDAY MORNING, SEPT. 27, 1859.

REPUBLICAN NOMINATIONS.

FOR GOVERNOR,
ALEXANDER W. RANDALL, of Waukesha.
FOR LIEUT. GOVERNOR,
BUTLER G. NOBLE, of Walworth.
FOR SECRETARY OF STATE,
LOUIS P. HARVEY, of Rock.
FOR TREASURER,
SAMUEL D. HASTINGS, of Trempealeau.
FOR ATTORNEY GENERAL,
JAMES H. HOWE, of Brown.
FOR BANK COMPTROLLER,
G. VAN STEENWYK, of Columbia.
FOR STATE PRISON COMMISSIONER,
HANS C. HEG, of Racine.
FOR SUPERINTENDENT OF PUBLIC INSTRUCTION,
JOSIAH L. PICKARD, of Grant.

Ho! for the Campaign!

THE WEEKLY SENTINEL
For only Twenty-Five Cents!

CHEAPER TO CLUBS!

We propose to furnish THE WEEKLY SENTINEL from the 12th inst. to the 15th of November, (or two months,) on the following very liberal terms:

One Copy for	25c
Ten Copies, to one address	$2.50
Twenty Copies, to one address	4.00
Fifty Copies, to one address	9.00
One Hundred Copies, to one address	17.00

We hope our friends throughout the State will take hold at once and see that THE SENTINEL is placed in the hands of EVERY VOTER! Fifty or a hundred copies will not cost much. Let every true Republican take an interest in this matter and see that his locality is well supplied with THE SENTINEL for the Campaign.

☞ Address

JERMAIN & BRIGHTMAN,
Publishers Milwaukee Sentinel.

Chicago Lies on their Travels.

The Buffalo *Republic* of Friday last, copies, "with some grains of allowance, what the Chicago grumblers say about the Detroit and Milwaukee Steamship Line." Among the "grumbling," which the *Republic* copies in the following sample of Chicago Munchausenism:

"The Ocean steamers,' over which so great a 'to do' has been made a few weeks back by enthusiastic but short-sighted Milwaukeeans, have proved a decided failure in the first storm; being compelled to put back to Milwaukee after battling nine hours with the elements, with the second cook washed overboard and lost, the wheel-house gone and other damage sustained, calculated to disable them for some time to come."

The *Republic* will have its reasonable doubts of Chicago veracity confirmed, when it learns that the above statement is *a tissue of falsehoods*. The "second cook" slipped overboard and was drowned during the night, while the steamship lay quietly in the river. So far from the "wheel-house being gone," there was not even a plank in it started. The *only* "damage sustained," was on entering the Harbor, when the *Detroit* scraped her nose against the North Pier; but it did not disable her in the least, nor cause the loss of a single trip.

It is significant of the motives which prompted the Chicago papers to invent and put in circulation these shameless lies, that not one of the papers which gave currency to them have yet had the common decency and fairness to publish the correction. Had the falsehoods been unintentional, they would, no doubt, have promptly done this; but their persistence in the lie proves that it was deliberate, and published with "malice prepense and aforethought?" For this neighborly act, the Chicago papers are getting a good basting from some of our exchanges. Read, for instance, who', the Detroit *Advertiser* has to say on the subject:

UNWORTHY JEALOUSY AND MEAN FALSEHOOD.—We stated the fact recently that during the severe gale on Lake Michigan—the severest there had been for thirty years—the steamship Detroit was slightly damaged while putting into the Milwaukee harbor.—By this accident she lost just one trip and no more, having sailed for Grand Haven the next day. This fact has filled the Chicago *Democrat* with the wildest satisfaction, and it has not the decency to conceal its exultation, but gives vent to it in a long article under the following flaming head:

"THE FAILURE OF THE MILWAUKEE AND GRAND HAVEN STEAM LINE."

With this falsehood for a text, the *Democrat* proceeds to *prove* in its own peculiar way the proposition with which it starts out. The *evidence* it adduces is the fact, that owing to the heaviest gale known on the lake for a third of a century, one of the line of steamships between Grand Haven and Milwaukee lost one trip. But she could have crossed the lake even after being injured had the works on the Grand Haven harbor been finished. As it was, her commander, like a prudent officer, thought it safest to remain in Milwaukee a few hours till the fury of the gale had passed.

But admit that the ship was disabled, and what then? Does it prove that the "Milwaukee and Grand Haven steam line has proved a failure," any more than the fact that the same storm carried away several rods of the Michigan Central Railroad at Chicago, or the damage to the Southern Virginia & Tennessee Road by the equinoctial on Saturday, and the destruction done to the Great Western two years ago or so, prove the same thing? Storms interrupt the travel on Railroads as often as they do by steamboat lines. And until the green-eyed editor of the *Democrat* can prove that Railroads can never be damaged by this cause, it would do well not to shout too boisterously over the slight accident to a steamship by it.

The mean spirit of jealousy shown by that paper does not betoken conscious strength on the part of Chicago; or at least, it does not show that their position is secure beyond contingency. On the contrary, it looks much like a fear of Milwaukee rivalry, and a determination to avert the danger by any means possible. The design of the *Democrat's* falsehood is to divert travel from the Detroit & Milwaukee route to Chicago. But it will not succeed. The public will not be humbugged by these interested perversions. Since the storm the boats have been running fuller than ever, and the travel will continue steadily to increase from this time forward.—*Detroit Daily Advertiser.*

The South on Douglas.

The Richmond *Enquirer* of the 16th pays its respects to the Cincinnati speech of Judge DOUGLAS, and insists that its object and end is a stump candidacy for the Presidency.—The *Enquirer* says "he has deliberately severed every tie that united him to the State Rights Democracy; he has deliberately repudiated his former opinions"—and with truthfulness and point adds:

"In the desperation of hope deferred, we find him exhuming the remains of Mr. Clay and covering them with his tattered rags of squatter sovereignty. Before the ghost of Henry Clay, Mr. Douglas doffs the garments of his Essay, and shamefully attempts the uncharitable act of defaming the memory of the great whig leader by covering his fame with squatter sovereignty."

A DEMOCRAT'S DEFINITION OF POPULAR SOVEREIGNTY.—BEN. F. HALLETT, the prince of Democratic speech-makers and platform architects, tells us very frankly and perspicuously, in his speech at the late Democratic State Convention at Worcester, what "Popular Sovereignty" meant in the Democratic dictionaries. "This whole question of Popular Sovereignty," says he, "is the merest abstraction of an abstraction, nothing practical," a question, he continues, "on which one man says, 'Popular Sovereignty,' and then *means what he has a mind to;* and another cries out 'Popular Sovereignty,' and *means whatever he pleases by it*, and *nobody defines exactly his position.*"

THE THREE GREAT ORATORS OF MASSACHUSETTS.—The New York *Courier* says—massive strength was the prime characteristics of Mr. WEBSTER'S productions; luxuriant beauty of Mr. CHOATE'S; consummate elegance of Mr. EVERETT'S. Doric, Corinthian and Ionic, they are in admirable keeping with the different mental structures of their authors."

The Lake and Ocean Direct Trade.

We learn from the Cleveland *Herald* that the schooner *R. H. Harmon*, which arrived at that port on Wednesday morning from Liverpool, brought as cargo 220 tons pig iron ore, 10 tons sal-soda, 120 crates of crockery, 10 tons steel, 10 cases ale and 10 casks hardware. A part of the crockery goes to Cincinnati, and a peculiar circumstance connected with it is that there is no drayage on it between the English potteries and Cincinnati warehouse. At the potteries it was loaded directly into a canal barge, which delivered it to the side of the *Harmon*. Thence it came without transhipment to Cleveland, where it will be loaded from the ship's side into the cars, which will take it direct to Cincinnati. This absence of drayage is no trifling item in the items of transportation, expense and breakage.

The voyage was very stormy, a succession of westerly gales being experienced, sometimes driving the vessel back 60 or 80 miles. There was but one fair day during the whole trip. The schooner, notwithstanding this, was only 40 days in coming to Quebec from the Clyde, while a large English ship which arrived a few days before, was 90 days in coming across. The brig *J. G. Deshler* was left by the *Harmon* in the Welland Canal, and is doubtless in Cleveland by this time.

The Detroit *Advertiser* says that a letter received in that city on Thursday last, from Capt. MALOTT, of the brig *Caroline*, bound for Detroit from Liverpool, states that while in the Gulf of St. Lawrence, and about 75 miles from Belle Isle, the vessel collided with an iceberg, which carried away her stem and some of her head gear. The second mate and two men were lost while cutting away the small boat.

THE DRAIN OF SLAVES FROM MISSOURI—HOW TO STOP IT.—The Jackson *Mississippian* copies an item from the *Evening News* about the exportation of Slaves from Missouri to the South, and remarks:

Precisely so! The "drain" of Slaves from the border Southern states has "commenced," and is progressing with fearful rapidity and will continue so long as the present inducement of extraordinary prices is held out, or until they are relieved entirely of their Slaves by emancipation, or reduced to Freesoil. The only way to put a stop to the alarming current of events, is to remove the current of the alarming current of events, is to remove the temptations upon the foreign Slave Trade and open up other channels.

This damning up the "alarming current," by the importation of Slaves from Africa, and thus saving Missouri and other border States from "being dedicated to Free-siol," is a favorite project, just now, with Democracy South.

THE BOATS AND GROUND TACKLE OF THE GREAT EASTERN.—She carries twenty large boats on deck. In addition to these she also carries, suspended aft of her paddle-boxes, and hung on davits, two small screw steamers, one hundred feet long each and between sixty and seventy tons burthen. These are raised and lowered by the small auxiliary engines, fixed on board for the purpose of pumping, hoisting sails and weighing anchor. Both the little screw steamers are kept in all respects perfectly equipped for sea, and ready for the onerous service of embarking and landing the passengers, with all their luggage, &c., alongside the wharf or pier, whichever it may happen to be.

She is furnished with ten anchors, which, with their stocks, weigh fifty-five tons, and require 800 fathoms of chain cable.

The weight of iron used in the construction of this ship was about 10,000 tons.

EXPORTATION OF FLOUR.—A statement has been going the rounds, taken from the New York *Journal of Commerce*, that a lot of 500 barrels of flour, to be sent to Liverpool, was the first shipment of breadstuffs from New York for many weeks. This is a gross error. The Custom House returns for the week ending September 15th, 1859, report 2,847 barrels cleared from New York to Liverpool. For the week ending the 8th of September, 1,323 barrels of flour were shipped from New York to Liverpool, 501 barrels to London, and 3,201 barrels to Glasgow.—For the week ending September 1st, 1,750 barrels were shipped to Glasgow, and 1,975 barrels to London. For the week ending August 25th, 950 barrels were sent to Liverpool. For the week ending August 11th, 2,806 barrels were exported to Glasgow, 1,025 barrels to Liverpool. For the week ending August 4th, 2,066 barrels were exported to Liverpool.

JOHN COCHRANE NOT MARRIED.—The N. Y. *Evening Post* says: "From the following letter it appears that there are two JOHN COCHRANES—one that is married and one that isn't, and the one that isn't is the Congressman from District No. 6. The beleaguered bachelor may die, but never surrenders. He prefers the obituary to the matrimonial column.

LETTER FROM CONGRESSMAN COCHRANE.

"NEW YORK, Sept. 22, 1859.

To the Editor of the Evening Post—MY DEAR SIR:—Your last evening's paper, when publishing the nuptials of a doubtless happy pair of my patronymic, thus commented:

'John Cochrane, the bachelor Congressman, has at last surrendered.'

Permit me to transmit a later bulletin from the seat of war. Though in state of close siege, I have reason to think the fortress impregnable. Yet a failure of supplies might compel its surrender at discretion.

Yours, in verity, JOHN COCHRANE."

A TRIAL has just terminated at Middlesex sessions, England, relative to kissing. A gentleman undertook to kiss a lady because she said he couldn't—a tussel ensued—both fell on the floor, and in the melee she bit the man's nose off—but did not get kissed. He brought a suit for damages, and the Court ruled that a man had no right to run any such risk with his nasal organ, unless he was willing to stand what damages might come from such a trial of strength.

CANDOR OF A BANK CLERK.—The New York *Evening Post* after relating the story of the Fulton Bank Clerk—LANE'S operations, tells the following:

Apropos of speculations of persons in banks, a curious story is told of another bank, in which the discount clerk had resigned his situation; his resignation had been accepted; his accounts had been pronounced correct, and a complimentary vote of thanks passed by the board for his attention to his duties, &c. He then stated that he had a communication to make, as a caution to induce them to watch his successor. He stated that, notwithstanding his accounts were all correct at the time of his resignation, he had, in fact, been using the bills receivable of the bank as collateral for loans, and employing the funds in the purchase of paper at usurious rates.—By this course he had accumulated sufficient property to meet his moderate desires, and, having no further use for the facilities he had enjoyed, he had resigned. Whether the vote of thanks was not re-considered is not known.

A TRACT CONVENTION FOR THE WEST.—A call very unanimously signed by leading clergymen of Evangelical denominations throughout the West, has been circulated, inviting—

"All Evangelical Christians throughout the Western States, who dissent from the present policy of the American Tract Society at New York, to meet in Convention, in the city of Chicago, on Tuesday, the 18th day of October, 1859, at 10 o'clock, A. M., to consult and act upon the subjects aforementioned."

These subjects are the establishment of some Western agency of tract publication and distribution, other than the American Tract Society at New York, on the ground that "that society, as now administered, has proved itself to be either inadequate or unwilling to meet the moral and religious wants of this nation, by adopting the policy of a studied silence respecting the immorality of American slavery.

The Committee of Arrangements are Messrs. Philo Carpenter, E. S. Wells and W. W. Smith. Persons designing to attend the Convention will please send their names to the Chairman of the Committee.

THE HALIFAX FIRE.—Of the total amount of property destroyed by fire at Halifax on the 9th inst., estimated at over a million of dollars, there was $512,000 insurance. Of this amount, $140,000 was in the Alliance Company, London; $135,000 in the Royal Company, Liverpool; $118,000 in the Liverpool and London; $38,000 in the Halifax; $56,000 in the Phœnix, London; $25,000 in the Æna, Hartford; and a small amount in the Phœdix, Hartford.

The Trial Trip of the Great Eastern.

The English papers by the *Arabia* contain full accounts of the sailing of the monster steamship *Great Eastern* upon her trial trip. The reporter of the *Times*, writing from Purfleet, Sept. 7th, after describing the busy scenes connected with the closing preparations, the stationing of officers at various points, &c., says:

"Then was the order given to go ahead slowly, and for the first time the *Great Eastern* started into motion, and with the slow, majestic beat of her huge paddles moved gracefully down the river. Then ensued an extraordinary scene. Thousands upon thousands of people were seen rushing to the river side from all directions. Boats of every kind and size were launched, crowded to the water's edge, and the stream and its banks seemed suddenly instinct with life. There were not so much cheers as continuous shouting—a genuine outburst of enthusiasm and delight. Even the wan and sickly inmates of the Seaman's Hospital ship turned out upon the deck or crowded the ports with their worn faces to give one shout or waive a cap to the vessel which swept so grandly by.

The very first turn at Greenwich showed Captain Harrison and all the officers of the vessel that the great ship was as thoroughly under command as a river steamboat, and that the only difficulty to be overcome or rather to contend against, was her length, in turning the sharp curves of the river at Greenwich, Blackwall, and Woolwich. The vessel's draught was 21 feet 10 inches aft, and 22 feet 3 inches forward—about the very worst trim in which she could have left her moorings, being down by the head five inches, instead of some five feet down by the stern. 23 or 24 feet may appear no great depth of water, but when it is recollected that this was the minimum required at the turnings and over a length of 800 feet, which is more than the breadth of the Thames at Westminster, it will be seen at once that these angles were at first regarded with a certain amount of anxiety and distrust. A few moves of the vessel, however, showed that she was perfectly in hand. She steered as easy as a wager-boat, and her engines were found capable of starting her into motion or arresting her progress literally almost by the motion of the hand.—At Greenwich, on both sides of the river, an immense multitude had collected, but it was at Blackwall that the first really great ovation was made.

The news of her departure had spread far and fast, and from the deck of the great ship the shores could be seen at Blackwall Point, literally darkened by the people. Every house was crowded, and the roofs covered with spectators; the mastheaded occupied, the pier swarmed, the tops and the yards of the vessels in the docks seemed alive. As the great ship approached, the enthusiasm seemed to pass the bounds which ordinarily mark such displays with Englishmen. The dense mass cheered, shouted, waved hats, shawls, handkerchiefs, with an *abandon* of gratification that was heart-stirring. It was really almost a national reception, and all seemed to have, as Englishmen, a share in the finest, swiftest, strongest, and handsomest ship which the world has yet seen. There was but one drawback on the enthusiasm and happiness of those who were on board, which was caused by the absence of the eminent man to whom the conception of the ship was due—Mr. Brunel. A severe illness prevented his being present at the first triumph of the grandest idea which has ever been originated in naval architecture.

Blackwall Point was the turning point in the fortunes of the *Great Eastern*. The river at this place forms an acute angle, round which the tide sweeps with a strong but most unequal force. The admirable manner in which Captain Harrison and the pilot, Mr. Atkinson, managed the ship, the power and regularity with which the engines worked, would, if left unobstructed, have soon got the vessel round this place. But of course, right in the centre of the river, a barque, the Kingfisher, was moored, while a little beyond her lay a schooner in such a manner as to effectually block the 'fair way' down the stream.—The tugs were signalled to get the *Great Eastern's* head round, and tried to do so, but the strain was too much—at the most critical moment two of the hawsers parted, and for a few minutes the noble vessel was beyond a doubt in a perilous position, as the sweep of the tide was strong, and in an instant drove her towards shore. Nothing but the great power of her own engines saved her here, though it was a delicate matter to use them properly.—It was necessary instantly to counteract the influence of the tide and get her head off shore; but at the same time, to do so in such a manner as would not give way enough to take her on shore on the opposite side of the river. Fortunately, this was effected, fresh hawsers were passed to the tugs, the barque, the cause of all the peril, shipped her anchor, and after an axiom delay of some 10 or 15 minutes, the *Great Eastern* worked slowly round and turned the point of danger.

The same correspondent, writing from the Nore Light, Sept. 8, continues his account as follows:

"After her first short run, the *Great Eastern* remained at her anchor off Purfleet for the rest of the night, and slowly resumed progress down the river at a quarter to nine o'clock this morning. Her arrival threw Purfleet into a state of uncommon excitement. Everybody within moderate reach of it by road or rail, hurried to the little village till it was thronged to the water's edge.—Gravesend, also, seemed most unwilling to yield up its share in the great occasion without an effort, and before long crowded boats steered round and round the ship, the passengers cheering themselves till they were hoarse again, while the bands played 'See the Conquering Hero Comes,' 'Rule Britannia,' and all sorts of musical welcomes. For the rest of the evening there was a constant repetition of such visits. Not a vessel passed that did not turn up hands to cheer, while many, as they came down the river, were dressed in flags from stem to stern. It was not tillnight had fallen that the Great Ship was fairly left alone, and began swinging round to her anchor with the rising tide.

The night was a little puffy, and seemed inclined to become more so, but the wind fell as the moon rose, and the weather eventually settled down into a dead calm. It took upwards of an hour for the tide to turn the ship fully around, and at low water, as she lay across the river for a short time in turning, she might almost be said to have stopped the navigation with her collossal hulk. During the night she swung twice again, and by daylight was lying with her head fair for the resumption of her own course down the river. It seems almost incredible that a ship of such size could have swung in any part of the Thames, but only nautical men can appreciate the fact of her doing so in a strong tide-way with a single six-ton anchor, which was crossed and re-crossed no less than three time without the chain fouling it or the anchor being disturbed in its hold.—At about half-past eight this morning the vessel was again under way. The Marquis of Stafford had joined during the night, having travelled all the way from Scotland to witness the Great Ship's first efforts. Lord Alfred Paget also came on board before starting.

One turn a little below Long Reach required to be rounded, but with the depth of the water and greater breadth of the river this was accomplished with comparative ease.—Just after passing it, a little brig, which was quite safe when she was sailing up, appeared frightened at the sight of the huge vessel, and altering her course, stood almost across the path of the *Great Eastern*, and was within an ace of being run down. As the vessel approached Gravesend, multitudes of people could be distinguished along the shore. Gradually as she came nearer and nearer, the air rung with their cheers, and river was covered with boats of every shape and size, crowded with people, all shouting or waving hats and handkerchiefs. There was something almost affecting in the spontaneous enthusiasm and delight with which all seemed to hail the release of the noble ship from her long thraldom in the river.—No matter whether it was a Hamburg or Rotterdam steamer with half foreigners on board, or a fishing smack with a couple of men in the bows, none seemed too high or too low to do her honor, and her voyage down the river was one continued scene of vociferous welcome. Off Gravesend, and in front of the thronging piers and terraces were several large troop-ships, with detachments on board for India. The crews were in the shrouds of these; the soldiers, grouped in picturesque masses, stood on deck.

From all, the great ship got a welcome which was worth a long journey to see, and which, triumphant as may be her reception in the States, is never likely to be surpassed, or often equalled. With the parting cheers still floating across the water, Gravesend was left behind, and the two tugs ahead began to go at greater speed as the Lower Hope was passed. Soon the water began to change its tint from a dirty black to the muddy green, the cool air came fresher across the reaches, and those on board rejoiced at last at the long wished-for approach of sea water. The transition was marked in the usual disagreeable manner by the boilers "priming," as it is termed, and throwing showers of muddy water from the steam-pipes all over the deck. This unpleasant inauguration, however, was soon over as sea water was fairly gained, and preparations were made for casting off the tugs and leaving the *Great Eastern* for once and for all upon her own resources.

The change, as may be readily imagined, made no difference, the wanderer thus cast adrift being better able to take care of himself than any vessel that has ever yet floated on the world seas. Still, as the event marked the commencement of what we believe will be a long and triumphant career, and one which will inaugurate a new era in ocean steamships and ocean navigation, it deserved to be marked. The tugs were cast off at the Chapman's Head, at the top of the Sea Reach, the passengers with the ship's band being assembled aft and the crew forward.—The National Anthem was played as the smoky auxiliaries left her head to her own control—the passengers cheering from one end of the vessel, while the crew swarmed into the shrouds forward to return the compliment. Thus the tugs were let go, after having performed their arduous duty under the most difficult circumstances in a way that commanded the admiration of the most experienced pilots on board.

As soon as the vessel was left to herself an increased amount of speed was got on to her. This was done, not in the least with a view of testing her power, but literally only to give her good steerage way and move her engines easily. Throughout the whole course down the river the paddle engines had never been moved at a greater speed than from 4 to 6 revolutions per minute, and the screw from 15 to 18. In fact, neither engine was moved till it became actually necessary to assist the tugs. Yesterday, however, when our valuable little aids, which had realized the fable of the Mouse and the Lion, and freed the Great Eastern from all her river toils, were cast adrift at Chapman's Head, more speed was put on the vessel, and in ten minutes she set at rest forever all doubt as to her being the fastest vessel beyond comparison in the world. It has already been stated that the proper sea going trim of the Great Eastern is a little over four feet down by the stern. Instead of this she is a present six inches down by the head, while her whole draught of water is too light to allow the proper immersion to her paddle floats, and no less than four feet of her screw-blades are out of water.

Any one at all acquainted with steamships will see that an attempt at the real speed under such circumstances was out of the question. Yet even in this trim enough was done to show the marvellous power which this vessel will possess when fully ready for sea. At sea, the *Great Eastern* intended to work at 25 lbs. of steam, the paddles going 14 revolutions and the screw 53. To-day the pressure of steam was under 18 lbs., the paddles never actually reached nine revolutions, and the screw only 27. Yet even when not employing two-thirds of her power, and in the worst trim against a strong tide, she ran from the Lower Hope light to the Nore light ship, a distance of 15 statute miles, in two minutes under the hour. Calculating from this data, it will be found that working her to her ordinary sea-going power, will give her, even in her present trim, an average of from 13 to 19 miles an hour.

During the time that the vessel was going at this speed of 13 knots, or 15 miles, the engines worked with an ease that, when their size and power are considered, was perfectly astounding. There was scarcely any vibration on the vessel, and so far as could be gathered from outward objects, one might much easier have imagined one's self writing in a Parisian salon than in the state cabin of the *Great Eastern* flying down to the Nore. One thing connected with the vessel is as remarkable as her other characteristics. Even when going 13 knots an hour, there was an utter absence of "swell" in her wake—even less, as far as could be judged from the deck, than is made by the ordinary penny steamers, and not one half as much as was thrown up by our own tugs.

The Nore Light was reached at half past 12 o'clock to-day, and the anchor let go in 8 fathoms, with 48 fathoms from the hawse-hole. Before anchoring the vessel was put about, and went completely round under steam in less than three-quarters of a mile. In a few minutes afterwards Admiral Harvey came alongside in his yacht, dipping his ensign as he approached, as every single vessel, man-of-war or merchantman, which has yet met the *Great Eastern* has hitherto done.—In an hour afterwards the ship was surrounded by yachts and sailing boats of all kinds.—During the run down from Gravesend the fixing of Mr. Dangley's steering apparatus was completed, and worked to perfection.—Capt. Comstock was, as on the previous day, at his post on the bridge, directing the steering by the signal indicator.

and the pilot were on the starboard paddle-box, and Mr. Scott Russell directed the engines.

☞ REDUCED BY DYSPEPSIA TO A MERE SKELETON.—*Cured by Boerhave's Holland Bitters!*—Mr. A Matchett, a trader probably as well known as any man in Western Pennsylvania, states as follows "I met with a farmer in Armstrong county who was *reduced by Dyspepsia to a mere Skeleton.* I persuaded him to buy a bottle of Boerhave's Holland Bitters, believing it would cure him. Meeting him some months after, what was my astonishment at finding him a hale, hearty man; he told me he now *weighed* 200 *pounds*, and that this wonderful change had been produced by Boerhave's Holland Bitters to which he attributed solely his restoration."

CAUTION!—Beware of imposition See that the name of Benjamin Page, Jr. & Co., sole proprietors Pittsburgh, Pa., is on the label of every bottle.

HENRY FESS, Jr., Wholesale Druggist, 195 East Water street, Wholesale Agent for Milwaukee; sold, also by WM. FINKLER, 77 East Water street, and by Druggists generally. sep23d1w

Auction Sales.

WAREHOUSE SALE.

WILL BE SOLD, AT AUCTION, FOR charges, for account of whom it may concern, at the Warehouse of H. & J. F. HILL, East Water st., on Monday, October 3d, 1859, at 11 o'clock A. M.:

1 Horse Power.
2 sets Corn and Drills,
2 Thrashing Machines,
1 Portable Saw Mill;

H. & J. F. HILL,
CALEB WALL, Auction'r.

sep30 3tdlmo

CITY AUCTION ROOM.

NUMBER 146 EAST WATER STREET, Milwaukee. CALEB WALL will sell all descriptions of Goods at the usual prices; advance on all Goods, and sell at public or private sale. sep19

CITY AUCTION ROOM.

LARGE AND EXTENSIVE SALE OF Fall and Winter Dry Goods takes place on Tuesday, Sept. 27th, commencing at 10 o'clock A. M., at No. 146 East Water street, consisting in part of 5 cases Black Broad Cloth, 2 do Brub do do, 2 do mixed, 3 do Brown Cassimere, 3 do Mixed Silk Stripe, 8 do Fancy Cassimere, 6 do Satinett, 4 do Blue do, 7 do Accordeon do, 3 do Gunne do, 5 do sup. Red Flannel, twilled, 5 do do, 6 White Flannel, 15 pair Blue Blankets, 5 cases Calicoes, 10 do Stripes, 5 do Prints, 20 do Ginghams, 10 pcs Brown Sheetings, 10 pcs Blue Sheetings, 10 do Gingham, 10 do Denims, 25 do Stripe Sacretts, 2 do Handkerchiefs, together with a great variety of Threads, Buttons, Hoods, Cold Cambrics, Linens, Hosiery, Wool Shawls, &c. The whole comprising a complete stock of Goods, which I am authorized to sell to the highest bidder for cash. Great chance for all who have money.

CALEB WALL,
Auctioneer for Owners.

sep22

CITY AUCTION ROOM.

LARGE AND EXTENSIVE SALE OF Furniture at Auction.—On Wednesday morning next, Sept. 28th, at 10 o'clock, I will sell at my Auction Room, No. 146 East Water street, the entire Household Furniture of Rev. Mr. Spees, who leaves our city on account of ill health. The Furniture is nearly new, and comprises almost every article now used in their families, Mahogany Bureaus, Wash Stands, Mahogany Sofa Chairs, Black Walnut Bureaus, Rocking Chairs, Bedsteads, Curtains, Cane Seat Chairs, Painted Bedsteads, Cane Seat Chairs, superior Hair Mattress, Centre Tables, Dining Tables, Dining Room Furniture, Crockery, Glass Ware, Cooking Stove, Parlor Stove, one superior Stewart Box Stove, common cooking stove, and every description of Kitchen Furniture that one wants, and various other articles. Also, at same time, will sell Brussel Carpet, 25 yds; 1 extra Mahogany Sofa, 1 Mahogany Card and Centre Table, 4 Parlor Stoves, 1 Imitation Bureau, &c., &c. CALEB WALL, City Auctioneer.

sep24

WILLIAMS & RODWAY,
Auction and Commission Merchants,
Land Agents and Money Brokers,
19 WISCONSIN STREET, 19.

WILL GIVE PARTICULAR ATTENtion to the sale of Dry Goods, and every description of Merchandise, at their Sale Room or in any part of the City or County.

☞ Liberal advances on consignments, and prompt returns made.

N. B.—Bonds, Notes, and Mortgages negotiated.

WILLIAMS & RODWAY.

Milwaukee, January 17, 1859. jan18d680d1y

Boots and Shoes.

COPPER TOE.

Mitchell's Patent Metallic Tips
—FOR—
BOOTS AND SHOES.

WADSWORTH & WELLS,
WHOLESALE DEALERS IN
Boots and Shoes,
50 LAKE STREET, CHICAGO.

ARE THE EXCLUSIVE OWNERS OF this Patent in and for the States of Wisconsin, Iowa and Minnesota, and will dispose of exclusive town or county rights to dealers, for the sale or manufacture of Boots and Shoes with the Tips applied in said States. And are also the sole agents for the sale of Town and County Rights in to and for the State of Illinois.

WADSWORTH & WELLS,

Will keep, in connection with their other general stock,

A COMPLETE AND FULL ASSORTMENT OF
Metallic Tipped Boots and Shoes.

And will also keep the Metallic Tips to supply the demands of manufacturers in these States at prices peculiarly established by the Patentees, and from which no deviation is made in the United States. All infringements of their rights in this Patent will be dealt with according to law.

ATKINS, STEELE & WHITE,
MANUFACTURERS AND DEALERS IN
BOOTS AND SHOES,
No. 147 East Water Street, Milwaukee,

Have been appointed by Wadsworth & Wells, their exclusive agents for the sale of all Metallic Tipped Boots and Shoes, both at wholesale and retail, in the City of Milwaukee, and are alone authorized to deal in these Goods in this City. sep24 7t6dawly

GROVER & BAKER'S
CELEBRATED NOISELESS
FAMILY SEWING MACHINES!!
NEW STYLES—PRICES FROM $50 TO $125.
HEMMERS, $5 EXTRA.

THESE MACHINES SEW FROM TWO Spools, as purchased from the store, requiring no rewinding of thread: they Hem, Fell, Gather, and Stitch in a superior style, finishing each seam by their own operation, without recourse to the hand-needle, as is required by other machines. They will do better and cheaper sewing than a seamstress can, even if she works for *one cent an hour.*

Office of Exhibition and Sale, 495 Broadway, N. Y.
☞ A. FRENCH, Agent, Main st., Milwaukee.
jy14sn&dly-24b

CONFECTIONERY.—A LARGE AND varied assortment on hand and for sale by EDWARD TRUSLOW.
Wholesale Dealer in Foreign and Domestic Fruits and Confectionery, 119 East Water street.

DATES—ARABIAN IN FRAILS, FOR sale by EDWARD TRUSLOW,
jan17 119 East Water st

For Sale or Rent.

TO RENT.

A DESIRABLE RESIDENCE ON CASS, between Biddle and Martin streets, with a good garden and all the requisite conveniences for a family. To rent cheap to a good tenant. There is also a lot to let on the premises. Enquire at H. Ludington & Co.'s Lumber Office, West Water street.

aug30 6tedtf

MONEY! MONEY!!

THE ADVERTISER WISHES TO SELL about 100,000 COMMON BRICK, and can lend to purchaser a part of the purchase money, on satisfactory real estate security. Apply at Office No. 1 Van Cort's Buildings, corner East Water and Wisconsin streets. aug23d6w3dtf

PATENT RIGHTS FOR SALE.

FOR THE NEW HARVESTER. PATENTED the 23d February, 1858, by Charles Roberts, then of Elyria, Livingston County, State of New York, now of Columbia County, state of Wisconsin. This Harvester has reaped, thrashed, and bagged up Thirty Bushels of Wheat in One Hour this season. Only Three men and four horses. For more particulars apply to me, or Mr. Charles Roberts, or to the subscriber, where the Harvester can be seen. Post Office address, Columbia, Columbia County, Wisconsin.

aug23d6w6dtf PETER HOUSTON.

ALCOHOL STILLS FOR SALE.

THE UNDERSIGNED HAS FOR SALE two Copper Alcohol Stills, one with a capacity of [illegible] barrels, and the other of [illegible] barrels. They are in good repair and are all in complete working order.

They will be sold *very cheap for cash* or good approvable paper, and may be personally inspected if desirable. For further particulars, terms, &c., apply to

DARIUS COLE, Copper Smith, &c.
Or Stare street, Rochester, N. Y.

aug23d6w6dtf

FOR SALE.

LOT 13, BLOCK 76, FRONTING ON Jackson Street, 7th Ward, City of Milwaukee. Terms liberal. Address ALFRED A. MOUT, 64 Front Street, New York City.

feb11tf&dm

FOR SALE.

TWO OF THOSE BEAUTIFUL NEW BRICK HOUSES,
In the Block of Nine Houses,
JACKSON ST., NEAR DIVISION.

These Houses are three stories high, and have fine stone cellars. There are

NINE ROOMS IN EACH HOUSE,

And a good supply of Pantries and Closets, and all well finished, in modern style. The parlors are finished with stucco cornices and centerpoices, and marble mantles. There is also

A GOOD BRICK STABLE,

AND A FILTERING CISTERN ON EACH LOT, and everything in the best condition. Apply at my office corner of East Water and Knapp sts., or address me through the Post office. Price $4,000; terms easy.

ADAM GRANT.

aug15 196 tf

Dry Goods.

THE FIRST GUN
OF THE
FALL CAMPAIGN.
By the Well Established House of
J. L. DAVIS,
178 East Water St., Milwaukee,
WELL KNOWN, WELL TRIED, ALWAYS READY,
WITH THE
Best and Cheapest Goods,

TO BE FOUND IN THE CITY OR ELSEwhere in the country. We are now prepared to exhibit to our customers and the public, an elegant stock of

Dress Goods,

Which, for beauty, quality and variety,

CANNOT BE EXCELLED.

RICH SILK ROBES, NEW STYLES FANCY SILKS, PLAIN SILKS, POULARD SILKS, MOURNING SILKS, RICH BROCADE SILKS, BYADERE SILKS, AND

BLACK SILKS of Every Description.

PRINTED MERINOS,
FRENCH DO ENGLISH DO.,
IRISH POPLINS, FIGURED AND PLAIN
WOOL DE BEIGES, SATIN DE CHENES, CHENOIS, PAIL DE CHEBRES, VELOURS, &c., in endless variety, and at low prices. Also a fine assortment of

Embroideries and White Goods.

A LARGE STOCK OF

Cloths, Cassimeres, Vestings, Jeans, &c.

THE DOMESTIC STOCK

Is unusually large, embracing all the best brands of Sheetings, Shirtings, Cottons, Linens, Flannels, &c. We have an immense stock of the

Newest Styles Shawls, Cloaks, &c.,

The best ever brought into this market. Also,

$5,000 WORTH

Of Real Brussels and Guipure Laces,

GUIPURE THREAD FRINGES, in all widths.

☞ We possess advantages for purchasing goods in the East, and in the West, and the unparalleled increase of our sales for the last three years, warrant us in saying we can ever second and never will be undersold. We fear no competition.

OUR JOBBING DEPARTMENT

Is unusually full of all kinds of

DRY GOODS, YANKEE NOTIONS &c.,

Which we are offering to Merchants

CHEAP FOR CASH!!

WE GIVE NO CREDIT.

J. L. DAVIS,
178 East Water Street,
Milwaukee.

sep29b22d1y

GREAT BARGAINS!

MAY BE EXPECTED, AT

187 East Water Street,

AS THAT

Immense Stock of Dry Goods!!

MUST BE CLOSED OUT!

Without Respect to Cost!!

BY THE ASSIGNEE.

sp15 157d1t JOSEPH CARY, Assignee.

Clothing.

GREAT BARGAINS
—IN—
Ready-Made Clothing!
AND FURNISHING GOODS,
—AT—
SWAFFIELD'S
CLOTHING EMPORIUM!
196 EAST WATER STREET.

New Fall and Winter Clothing!

SELLING AT COST FOR CASH!

☞ NO HUMBUG, BUT FACTS, ☜

Call and See for Yourselves!

AND SAVE 30 PER CENT.

Buy your Goods at his Store,

196 EAST WATER STREET.

ma6 612d1y

JAMES A. SWAIN,

OF THE LATE FIRM OF MAGIE & SWAIN, will remain at the old stand,
No. 93 East Water Street,
Where he will be happy to welcome the patrons of the former house. sp15 125d1y

SCHUMACHER & JOHNSON

MANUFACTURERS OF GREAT WESTERN FIRE, POWDER & Burglar-Proof Safes,

Vault Doors, etc. All our Safes are provided with our own "Yale Ultra" Safe and Vault Door Locks, which have no key nor key hole, and consequently cannot be picked nor blown open with powder, besides being put on so as to leave no possible chance for driving them from the doors. z 7288d1y

VALENCIA RAISINS, 100 BOXES very handsome, for sale by EDWARD TRUESLOW, 119 East Water st

PICKLES.—GHERKINS, AND A SSORT

Special Notices.

MOTHERS! MOTHERS!

DON'T FAIL TO PROCURE MRS. Winslow's Soothing Syrup for children teething. It has no equal on earth. It greatly facilitates the process of teething, by softening the gums, reducing all inflammation—will allay all pain, and is sure to regulate the bowels. Depend upon it, mothers, it will give rest to yourselves, and relief and health to your infants. Perfectly safe in all cases.

This valuable preparation is the prescription of one of the most experienced and skillful *Female Physicians* in New England, and has been used with never failing success in millions of cases.

We believe it is the best and surest remedy in the world, in all cases of *Dysentery and Diarrhœa* in children, whether it arise from teething or from any other cause.

Life and health can be estimated by dollars and cents. It is worth its weight in gold.

Millions o fbottles are sold every year in the United States. It is an old and well tried remedy.

PRICE ONLY 25 CENTS A BOTTLE.

☞None genuine unless the fac simile of CURTIS & Perkins, New York, is on the outside wrapper.

Sold by Druggists throughout the world. Office No. 13 Cedar street New York.

Sold in Milwaukee by John Rice.

feb18d1dwtw3mo.

KENOSHA WATER CURE

IS PERMANENTLY LOCATED IN ONE of the most healthy cities on Lake Michigan, between Milwaukee and Chicago, and has been thoroughly refitted and enlarged so as to accommodate a large number of patients. Experienced nurses are constantly employed to attend all patients at the Cure. Dr. Seeley is the attending physician, whose reputation is unequaled in the entire west

☞ For particular and circular, address

E. PENNOYER, Proprietor, Or,
H. T. SEELEY, M. D.

aug18d3tdtwaw3mo.

Wood, Lumber, &c.

J. E. STEVENS,

Wholesale and Retail Dealer in all kinds of

Hard and Soft Wood Lumber,

RIVER STREET, CORNER OF BIDDLE, Milwaukee,.....Wisconsin.

ASH, OAK, HICKORY, MAPLE, WALNUT, CHERRY, and WHITE WOOD LUMBER, SHINGLES, LATH, And all other kind of WAGON AND CABINET LUMBER, CONSTANTLY ON HAND.

aug30d295dm J. HOLBROOK, Agent.

COAL! COAL!! COAL!!!

JONES & POPE,

WHOLESALE AND RETAIL DEALERS in the various kinds of very best Coal, for Steam, Blacksmith, and Family purposes. Also,

Wood, Baled Hay and Water Lime,

Constantly on hand. Wood sawn or unsawn, to suit customers,

AT LOW PRICES,

Delivered to any part of the city, or on the cars, at short notice. All Coal sold here warranted good weight, and of the best quality.

All in want of coal and dealers wishing to buy bituminous Coal by the cargo, for steam and blacksmith purposes, please give us a call. We will sell at Chicago prices, delivered on board vessel, the best and cheapest Steam and Blacks with Coal now in the market; being proprietors of an extensive Coal mine, and receiving fresh Coals daily at Cleveland, are prepared to sell as low as anybody.

☞ Office of Empire Wood and Coal Yard, corner of Oneida and River Streets, Milwaukee, Wis.

aug26d66dly

CASH COAL YARD!

C. DUDLEY, AGENT,

IS NOW RECEIVING AND WILL KEEP constantly on hand for sale by the TON OR CARGO, the following kinds of Coal, of the very best quality and

LOW PRICES!

Delivered in any part of the city on the cars, at short notice. All Coal sold at this Yard warranted full weight and best quality.

LEHIGH PREPARED COAL,
LEHIGH LUMP COAL,
SCRANTON PREPARED COAL,
SCRANTON LUMP COAL,
LACKAWANA PREPARED COAL,
LACKAWANA LUMP COAL,
PITTSTON PREPARED COAL,
PITTSTON LUMP COAL,
BLOSSBURGH COAL,
PITTSBURGH COAL,
ERIE AND CLEVELAND COAL.

Will deliver to dealers and large consumers, at any point on the lines of or in the country, at eastern prices, adding freight.

☞ All orders addressed to C. DUDLEY, Agent, Milwaukee, will receive prompt attention.

☞ Office and Yard, corner of West Water and Clybourn streets, near Huron Street Bridge, Milwaukee.

jy16d92dly

Wood and Hay for the Million!!

JUST OPENED, ON THE CORNER OF West Water and Clybourn sts., (office in Nabbett & Breed's lumber office.)

WHOLESALE AND RETAIL

WOOD AND HAY MARKET.

No better Wood can be found, in any style, (cut or uncut,) "for a horse," "round or cut," "thimbles or a rock," "long as a rail!" Will sell wood to peddlers at a price lower than they ever expected to buy.

Sorry Hay so Kood, (well baled,) "right as a dollar," "sweet as a rose." Will sell to shippers and all others to their GREAT ADVANTAGE.

☞ Both Wood and Hay delivered at any part of the city at a moment's warning. Give us a trial is all we ask. my16d89dly G. H. LAMBERTON.

A. STRONACH,

MANUFACTURER AND DEALER IN

Lumber, Timber, Shingles and Cedar Posts

CORNER ERIE AND EAST WATER streets, near Walker's Point Bridge. Lumber and Timber for sale by the cargo and for cargo. Always on hand a large stock of Posts, &c. Bills cut to order. Mills, Manistee, Mich. WM. T. THORP, Agent.

je9d39m6mo.

MILWAUKEE TIMBER YARD.

ONE MILLION FEET.

S. BATCHELDER,

MANUFACTURER OF NORWAY AND White Pine Timber, has established a yard on river St., foot of Marvin, for the sale of Timber, Norway Pine Piles, and Spars. Bills of timber furnished to order.

jy27d43dly.

Hats, Caps and Furs.

THE

WHITE BEAR TRANSFERRED!

Large Sales & Small Profits.

A TREMENDOUS STOCK OF

HATS, CAPS & FURS,

FOR SALE,

At Wholesale and Retail,

—BY—

J. A. BENEDICT,

AT THE OLD STAND,

152 EAST WATER ST.,

Now the

SIGN OF THE WHITE BEAR.

HAVING ADDED TO MY EXTENSIVE Stock, (purchased this Fall of Eastern Manufacturers) the complete stock of L. S. BARNUM, who was formerly proprietor of the

White Bear Hat Store,

I take pleasure in announcing to the public that I am prepared to offer unrivalled inducements to all purchasing in this market.

Hats, Caps and Furs made to Order

AT THE SHORTEST NOTICE,

And Warranted to Suit or no Sale.

REMEMBER THE PLACE,

SIGN OF THE WHITE BEAR,

152 EAST WATER ST., MILWAUKEE.

sep16f59dtf

Paper Hangings, &c.

PAPER HANGINGS!

J. J. McGRATH & CO.,

21 Wisconsin Street,

ARE NOW IN RECEIPT OF A LARGE and well-selected Stock of

PAPER HANGINGS, BORDERS, WINDOW SHADES, &c., &c.,

Selected expressly for the Fall Trade of 1859, which they are prepared to sell very low. Persons wishing anything in our line will do well to

Call and Examine our Stock and Prices

Before purchasing elsewhere.

TO COUNTRY MERCHANTS

We would say that we have the largest Stock in the State, and our prices will be such that defy competition.

☞ All orders from the country by mails will be promptly filled.

P. O Box 1170. J. J. McGRATH,
jy25d60dly N. FAXON.

COLLINGBOURNE'S

WALL PAPERS,

WINDOW SHADES & FIXTURES

Brushes, and Artist's Colors,

HOUSE AND SIGN PAINTERS AND PAPER HANGERS,

267 MAIN STREET - - - - - MILWAUKEE

XXX.

Very Superior Family Flour

FROM MICHIGAN.

MANUFACTURED FROM THE BEST WHITE WINTER WHEAT, expressly for Retailers and Bakers' use, for sale in lots to suit purchasers, by COLLINS & ANDRE.

aug18d84d2mc South Water st., Milwaukee.

ORANGES AND LEMONS, IN PRIME order, for sale by EDWARD TRUSLOW,

Wholesale Dealer in Foreign and Domestic Fruits, jo30 119 East Water Street

Paper Hangings, &c.

PAPER HANGINGS!

J. J. McGRATH & CO.,

21 Wisconsin Street,

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P. O Box 1170. J. J. McGRATH,
jy25d60dly N. FAXON.

THE SENTINEL.

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TREASURES OF THOUGHT.

If thou hast thrown a glorious thought
Upon life's common way,
Should other men the gain have caught,
Fret not to lose the praise.

Great thinker, often thou shalt find,
While folly ponders fame,
To thy rich store the crowd is blind,
Nor knows thy very name.

What matter that, if thou uncoil
The soul that God hath given,
Not in the world's mean eye to toil,
But in the sight of heaven!

If thou art true, yet in thee lurks
For fame a human sigh;
To nature go, and see how works
The handmaid of the sky.

Her own deep beauty she forgets
Is full of germs and seeds,
Nor glorifies herself, nor sets
Her flowers above her weeds.

She hides the meekest leaves between,
She loves untrodden roads;
Her richest treasures are not seen
By any eye but God's.

Accept the lesson. Look not for
Reward; for out thee chase
All selfish ends, and ask no more
Than to fulfill thy place.

Sporting Intelligence.

WARWICK SEPTEMBER MEETING, *Wednesday, Sept. 7*—The county stakes of a hundred sovs. added to a Handicap of 20 sovs. each, 10 ft. and 5 only if declared, &c. Winners extra. The second to receive 30 sovs. out of the stakes. One mile and a half. 26 subs., 12 of whom declared.

Mr. J. Hunt's Master Bagot, by Faugh-a-Ballagh, 5 yrs., 8st. 7 lb. (C. Marlow)..... 1
Mr. J. Merry's Conjurer, 3 yrs., 6st. 12lb. (Challoner) 2
Mr. Towsey's Conductor, 4 yrs., 7st. (Gustance).. 3
Mr. R. Ten Broeck's Cock-a-Hoop 3 yrs. 5 st. 31lb. (W. Button)..... 4
Mr. Barker's Bevis, 3 yrs. 7st. 11lb. (J. Adams)..... 5
John Chilton's Roman Candle, 5 yrs. 8 st. 10lb. (A. Day)..... 6
Betting—7 to 4 against Conjurer; 3 to 1 against Master Bagot and Conductor; 5 to 1 against Roman Candle.

Won by a head; three lengths between the second and third; Cock a-Hoop was also up with Conductor; the other two were beaten off.

THE WARWICK CUP, value 200 sovs., by subscriptions of 10 sovs. each, with 100 added for 3-year-olds and upwards. Weight for age, with allowance and penalties. The second to receive 80 sovs. out of the stakes.—Three miles. 27 subs.

Mr. R. Ten Broeck's Starke, by Wagner, 4 yrs. 8st. 7lb. (Pordham)..... 1
Mr. Mark Phillips m. The Liveryman, 3 yrs. 5st. 9lb. (B Edrards)..... 2
Mr. Shelley's Lifeboat, 4 yrs., 7st. 5lb. (Snowden).. 3
Betting—7 to 4 on Lifeboat.

Liveryman made the running, and soon put an interval of upwards of 100 yards between himself and his two pursuers, Starke running with his nose at Lifeboat's quarters. They traveled in this way until within half a mile from home, when Lifeboat gave up the race, and Starke went to work to catch Liveryman, who at that time still held a long lead. The American, however, got on fair terms with him at the Stand, and won amid much excitement, by half a length; Lifeboat trotted in a long way astern.—*London Times.*

LEUTZE'S NEW PICTURE OF WASHINGTON AT PRINCETON.—Those who have ever seen LEUTZE'S magnificent picture of "WASHINGTON crossing the Delaware," will be glad to hear that he is making good progress with the companion pieces "WASHINGTON at Princeton." A correspondent of the St. Louis Evening *News*, who recently paid a visit to LEUTZE'S Studio at West Point, thus describes the Artist and his picture:

About a mile and a half below West Point proper, situated upon a high bluff, and commanding a magnificent view of the river and scenery, stands Cozzen's Hotel. Here we enquired for the celebrated Artist, LEUTZE.—Following our guide through a winding pathway among the trees, then clambering up a ledge of rocks, to an open, elevated space, we stood before a new frame building—the Studio of the Artist—and rapping at the door, we immediately obeyed the hearty "come in." And is this Leutze? this short, thick set man, dressed in that grey suit, with that jockey looking coat, and that deep blue vest buttoned up to his throat. He makes you sit down, and then ambles from side to side as he walks about and converses, reminding one of the gait of Secretary Marcy somewhat. But look at his head—that eye of his—the whole expression of his face, as he become animated, and keeps pulling and twirling that long, heavy moustache of his—he is a genius, no doubt.

His studio seems designed for summer use. It occupies the whole building, and is not finished inside at all, while the naked timbers are visible from the floor to the ridge—His easel is formed by two heavy posts, securely fastened in the floor and extending to the roof, and on it now hangs the work at which he is at present engaged—Washington at Princeton—and what a *Washington!*—Not the calm, dignified man you are accustomed to see in his portraits, but here he is all enthusiasm and fire, with certain triumph flashing in his eye. You are sure 'tis Washington, but you never saw that mighty soul awake before. His left hand guides his horse—his right grasps his sword, and stretching out, he beckons on his troops below. His prancing steed seems to partake of his rider's spirit, for he bears him so proudly up hill, as though he, too, was furious to overtake the foe. You glance your eye still further on; there you see the retreating host in varied groups, some making a feeble, last defence, some gathering up and dragging onward in "hot haste" the wounded and the dying, until their retreating forms are faintly seen, and then entirely lost in the clouds of battle-smoke, as the impetuous conquerors drive them on.

"Well, Mr. Leutze, we are glad to see this picture. You are painting Washington in a different character from any in which we have seen him represented before." "Yes," said he, "I am painting this as a sort of pendant to *Washington on the Delaware.* There, all was Coldness, Mystery and Doubt. In this, I am trying to paint the Enthusiasm, the Victory and Hurrah."

"Permit us to inquire upon what do you depend most for the likeness of Washington?" "I will show you," said he, as he produced a copy of Houdon's mask, taken from the living face; "I depend on that. Stewart—confound the fellow—he has given us an expressionless, blase picture of a man who don't care for anything or anybody; and people call it Washington. The fact is, Stewart had a beautiful way of touching eyes—you see that inimitable touch about the eyes—in all his portraits, and he did not seem to care whether his portrait had expression or not, provided it had his touch about the eyes.—Look at that mask—it has more expression than Stewart's portrait has."

SHREWD.—An insurance agent in the city of Peoria, Ill., says the *Union*, tells the following in illustration of the verdancy of a gentleman in Pike county, Indiana, with whom he effected a policy of insurance:

In the list of printed questions in the company's blanks, there is one like this: "Ashes—how kept?" The Pike county gentleman was burned out, and after the fire discovered this question in his policy, and resolving to make a sure thing of his premium, wrote to our informant something in this sense: "Dear Sir—I was burned out on the—day of—, and according to your laws, I have kept the ashes. They are in barrels; what shall I do with them?"

WATERING TREES AND PLANTS.—When it is necessary to do this, do not just sprinkle the surface of the ground; this is "only an aggravation" to the thirsty roots, and it leaves the ground in a bad state, hard and dry. Instead of this, remove the surface soil several inches deep, and give the roots a thorough soaking; then return the top soil, and mulch it with straw, leaves, tan bark, or any such porous material. This will prevent the baking of the ground, and will keep the ground moist for a long time. The usual method of dashing water on the top of the ground is almost useless. Very little of the water so applied, reaches the roots of the trees. But carefully put into the ground, as we mentioned, it will really answer some purpose.—*American Agriculturist.*

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Dunn Co	14,000
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Grand de Lac Co	1,760
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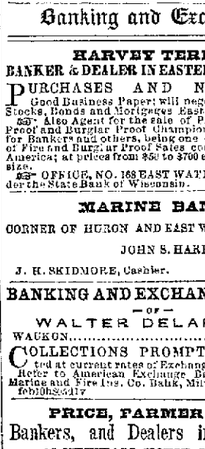

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Eau Claire Co	2,000
Grand de Lac Co	1,760
Juneau Co	1,400
Jackson Co	2,000
Sawyer Co	13,000
Marathon Co	9,000
Marquette Co	1,000
Monroe Co	14,000
Portage Co	11,000
Richland Co	2,000
St. Croix Co	8,000
Sauk Co	1,400
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The above list comprises some of the very choicest farming, prairie, heavy timber, oak opening and pine lands in the State, and unceasing water powers of the first importance.

These lands were selected years ago, with regard to contiguity to market, and are therefore the very best selections to actual settlers. They are now offered at less prices than any lands of equal quality can be found anywhere in the "Great North-West."

THE FOX & WISCONSIN IMPROVEMENT CO., will soon have completed the great Canal through Central Wisconsin, which connects Lake Michigan with the Mississippi River. A majority of these lands being within a few miles of this great improvement, will have unequalled facilities for shipping their products to all markets.

For further information,

THE SENTINEL.

COMMERCIAL.

MONDAY, Sept. 26.

Money Matters.

Money continues growing scarcer at the banks, and although the demand was comparatively light to-day, it would have been impossible to negotiate anything but strictly first class business paper. Exchange was close at 1½ premium, the banks supplying only their customers at current rates.

At Cincinnati, Illinois and Wisconsin currency is now buying at 2 @ cent *discount*.

Commercial.

Receipts and shipments of flour and grain for the past 24 hours are shown by the following tables:

Receipts.

	Flour, bbls.	Wheat, bus.	Oats, bus.	Corn, bus.	Barley, bus.	Rye, bus.
By M&Mis RR	700	21,000	....	262	95	....
By M&M in RR	853	25,500	881	....	540	....
By Milkor RR	316	9,500	....	....	77	....
By M&W R R.	50	2,000	....	....	....	....
Total.....	2,119	70,100	881	....	665	95

Shipments.

To Buffalo	4,726	111,700	....	....	2,911	2,358
To Ogdensburh	2,350	....	....	....	....	....
To Collingwood	922	500	....	....	....	....
Total.....	7,998	112,500	....	....	2,911	2,358

The market opened to-day with a good deal of activity at Saturday's decline, some 25 to 30,000 bushels having changed hands up to the close of Change, at 75@76c for extra spring, delivered; 76@77c for club; 74@75c for No. 1, and 73c for No. 2, on track. There was not much business done in the afternoon, on account of the heavy rain; but the news of an advance in England having been received, the market at once assumed a firmer tone, and closed with an upward tendency in prices. Not much done in flour. Oats steady at 21@22c, with a moderate demand. Corn firm. Barley in fair request at 55@65c. Rye neglected. Hides not quite so firm. Good potatoes in demand. Butter steady. Highwines scarce.

ERRATUM.—In making up our review on Saturday, we accidentally omitted the receipts of wheat for two days by the Watertown and the Chicago Railroads, on account of their not having been reported regularly at the Chamber of Commerce, making an error of 12,153 bushels in our table of receipts. The total amount of wheat received by railroad during the week, was 265,825 bushels, exclusive of flour.

CHICAGO, SEPT. 24TH.—Receipts: 4,505 bbls flour, 60,035 bus wheat, 5,422 bus corn, 31,187 bus oats, 2,420 bus barley.

The wheat market to-day was very active and at the opening prices advanced 1@2c above yesterday's figures; but on the receipt of the New York dispatches a decline of 1@2c was experienced. Winter grades were quiet and steady, upwards of 150,000 bus of all grades changed hands, at $1,00 for No. 2 winter; 90c for No. 1 red; 75c for No. 2 red; 76@77c for No. 1 spring; and 68@70c for rejected—all in store. The market closing quiet at the inside quotations. Flour was steady and unchanged. About 1,700 bbls were sold at $5,20@5,25 for medium to choice spring extras; and $5,25 for superfine. Corn continues scarce and in demand, and the market was firm—closing a shade easier after the New York report was received. About 45,000 bus of all grades changed hands, at 54½c for canal afloat; 52½@53½c for No. 1 in store; and 51c for No. 2 in store. Oats in active demand, and advanced ½@¾c. Sales to-day were at 24½c for canal afloat, and 23½c for No. 1 in store. Rye firm, with sales at 90c in store, and 91c at depot. Barley still firm and active. About 4,000 bus were sold at 62@63c for No. 1 in store—an advance of 1c. Highwines very scarce, no arrivals reported, and prices nominally ranged at 20c. Sales of prime were made to-day at $21,00@21,25c, and dirty at $1,95. Highwines continue scarce, and the market is nominal at 20c.

Freights continue scarce. The only engagement to-day were wheat to Buffalo at 6c and to Oswego 8@8½c; barley to Buffalo at 5c; corn to Buffalo by propeller at 5½c.

MILWAUKEE DAILY MARKET.

Monday—7 P. M.

FANCIERS—The sch. *Pioneer* takes wheat to Buffalo at 5c, and the *Tartar* at 6½c. The *Pioneer* is a large vessel.

FLOUR—Neglected to-day. Sales were 34 bbls "Richmond" spring extra at $4; and 60 bbls "Iron Wheel," fine at $3, f. o. b.

WHEAT—Market opened active at Saturday's decline, but at the close was firmer. We note sales of 500 bus extra spring at 70c delivered; 900 bus do at 70c delivered; 1,350 bus club (new grade) at 70c, on track; 1,500 bus do at 75c; 700 bus No. 1 at 75c; 1,500 bus do at 74½c; 3,000 bus do at 74c; 700 bus No. 2 at 73c—all on the track.

OATS—Steady at 27@28c.

CORN—Firm at 55c; shelled 57@70c.

BARLEY—Ranges from 55 to 63c. Sales 40 bus at 59c.

RYE—Worth 75@76c.

POTATOES—Selling at 40@45c.

HIDES—Fresh slaughtered 6c; salted 7½@8½; dry salted 13@14c; dry flint 14@15c.

BUTTER—Firkin 12½@14c; fresh roll and crock 15@17c.

EGGS—In fair request and bringing 9c by the bbl.

HIGHWINES—Very firm and selling at 20½@21c. Sales 40 bbls, mostly at the outside figure.

RECEIPTS BY RAILROADS.

RECEIVED BY MILWAUKEE & MISSISSIPPI R. R., Sept 26.—700 bbls flour, 27,300 bus wheat, 75 bags rye, 262 bags barley, 3,610 lbs hides, 25,185 lbs sundries, 3 head cattle, 20 tons stone, 220 lbs butter, 762 lbs tallow.

RECEIVED BY MILWAUKEE & MINNESOTA RAILROAD Sept. 26.—2,850 bbls flour, 25,566 bus wheat, 856 bus barley, 150 bus potatoes, 38 bus grass seed, 381 bus oats, 36 head cattle, 14 casks ashes, 6,375 lbs hides, 45,200 lbs sundries.

RECEIVED BY MILWAUKEE & WATERTOWN R. R., Sept. 26.—50 bbls flour, 8,935 bus wheat, 77 bus barley.

RECEIVED BY MILWAUKEE & HORICON R. R., Sept. 26.—216 bbls flour, 9,583 bus wheat, 352 lbs hides, 5,657 lbs sundries.

NEW YORK MARKET.

[By Telegraph.]

NEW YORK, Sept. 26—6 P. M.

FLOUR—Better, and in brisk demand for the Eastern and local trade; sales 18,000 bbls at 4,40@4,45 for superfine state; 4,60@4,70 for extra do; 4,40@4,60 for superfine western; 4,50@4,60 for common to medium western; 5,15@5,50 for inferior to good shipping brands extra round hoop Ohio; sales closing buoyant. Canadian flour quiet; sales 220 bbls at 5,20@5,60 for common to choice. Small sales of Rye flour at 3,75@4,40.

WHEAT—Less active; holders asking an advance, while buyers generally refuse to pay any better prices; sales 200,000 bus at 1,37½@1,40 for White Ky; 1,35 for sales 20,000 bus at 1,37½@1,40 for White Ky; 1,35 for fair white Canadian; 1,05 for red Iowa.

RYE—Firmer; sales 600 bus at 81@83c.

BARLEY—Scarce and firmer; sales 2,500 bus,—inferior old State at 60c; prime new, 90@91c.

CORN—Closed dull, western selling at 93½@94c; sales at 93@94½c.

OATS—Firmer; sales at 40@41c for state, western and Canadian.

WHISKEY—Dull; sales 200 bbls at 26½c.

PORK—Without important change; sales 1,800 bbls at 15,00@15,10 for mess; 10,62½@10,75 for prime; 14,50 for thin mess.

BEEF—Unchanged and dull; sales 175 bbls at 5,50 for repacked mess; 10@11 for extra mess. Beef Hams remain quiet at 18@19.

CUT MEATS—Very scarce and buoyant; sales 250 pkgs at 7½c for shoulders, and 8½@9 for hams.

LARD—Firm; sales 300 bbls at 10½@11¼c.

BUTTER—A fair business doing at 12@17 for Ohio.

CHEESE—Steady at 9@9¾c.

BUFFALO MARKET.

BUFFALO, Sept. 26—6 P. M.

FLOUR—Steady; moderate demand; sales 1,400 bbls at $4,20 for extra state; 4,50@4,62½ for extra Illinois and Wash,37 for double extras.

WHEAT—In good demand; No. 2 Chicago spring 1c better; sales 20,000 bus Chicago spring to arrive at 83@85c; 1,000 bus Racine club at 85c; Milw Club, 97½c; Chicago spring on private terms, supposed to be 85@86.

CORN—Scarce and firm; sales 3,000 bushels Toledo at 81c.

Other grains quiet, with no sales.

LAKE IMPORTS—1,000 bbls flour, 160,000 bush wheat, 9,000 bus corn.

CANAL EXPORTS—3,000 bbls flour, 50,000 bus wheat, 8,000 bus corn, 1,000 bus oats.

FOREIGN MARKETS.

[Per North America.]

LIVERPOOL BREADSTUFFS MARKET, Sept. 15.—The market without an advance, tendency unchanged, but inclining somewhat in favor of buyers. Sales of corn, which closes steadily. Messrs. Richardson & Spence quote flour firm and an advance of 6d per sack. Wheat had advanced 2d per cental, and was in better demand. Corn remained quiet but steady. The circular furnishes no quotations.

Provisions—Beef steady. Pork firm. Bacon quiet, and prices firm. Lard dull, and sales have been unimportant.

LONDON MARKETS, Sept. 13.—Breadstuffs dull. Tea unsettled—market closed excited, prices advanced 1@2 1/2d. Sugar heavy at a decline of 6@12s. London money market generally unchanged.

MARINE.

Port of Milwaukee, September 26, 1859.

ARRIVED.

Steamship Detroit, McBride, Grand Haven

Steamer City of Cleveland, Cross, Grand Haven, 100 tons indze, 70 pkgs liquor, 20 passengers, 97 pkgs sundries

Steamer Cleveland, Hannah, Two Rivers, 1 lumber, 48 rolls leather, 10 bbls eggs, 1 canal machine

Steamer Traveler, Sweeney, Chicago, 313 bbls shipfeed, 45 do cider 50 do oil

Propeller Racine, Britt, Chicago

Propeller Evergreen City, Chamberlin, Collingwood

Propeller Missouri, Woodworth, Buffalo, 125 indze, 241 bars R R iron, 1,756 pkgs sundries

Propeller Michigan, Hopkins, Buffalo, 310 bdls iron, 645 bars do, 959 pkgs indze

Propeller Fountain City, Peck, Collingwood, 60 tons indze, 904 pkgs do

Propeller Ontonagon, Wilkins, Chicago, 20 bdls high wines

Propeller Acme, Lathrop, Buffalo, 65 tons indze

Propeller Michigan, Hopkins, Ogdensburgh, 40 tons indze, 5,000 gallons stoneware, 8 plows, 2 seperaters, 15 bbls apples

Propeller Ogontz, Flood, Green Bay

Propeller Wenona, Huff, Chicago

Propeller Troy, Byron, Chicago

Schooner Free Mason, Thornton, St. Joseph, 400 bus peaches, 60 do apples, 15 baskets grapes

Schooner James Chrisvie, Joys, Port Clue, 100 cords wood

Schooner W. W. Brigham, Hansen, Grand River, 70m lumber

Schooner Larrel, Rettig, St. Joseph 600 peaches, 2 bus apples

Schooner Cape Horn, Wilcox, Chicago

Schooner Ballard, Dowling, Chicago

Schooner Color, Reynolds, St Joseph, 400 bus peaches

CLEARED.

Steamship Detroit, McBride, Grand Haven

Steamer City of Cleveland, Cross, Grand Haven

Steamer Cleveland, Dougal, Two Rivers

Steamer Traveler, Sweeney, Chicago

Propeller Racine, Britt, Buffalo, 1,886 bbls flour, 5 tons rags, 4 pkgs sundries

Propeller Wisconsin, Hickey, Ogdensburgh, 2,950 bbls flour

Propeller Edith, Salisbury, Buffalo, 8,800 bus wheat, 1,140 bbls flour, 2,350 bus rye, 805 bags corn, 42 pkgs sundries

Propeller Ontonagon, Wilkins, Collingwood, 800 bushels wheat, 982 bbls flour

Propeller Mohawk, Pruett, Buffalo, 14,700 bus wheat, 100 bbls flour, 2233 bbls beef, 5 casks ashes, 201 bdls green hides, 8 bxs tobacco, 8 ch tea

Propeller Evergreen City, Chamberlin, Chicago

Propeller Missouri, Woodworth, Chicago

Propeller Fountain City, Peck, Chicago

Propeller Michigan, Hopkins, Chicago

Propeller Ogontz, Flood, Chicago

Propeller Wenona, Huff, Buffalo

Propeller Troy, Byron, Buffalo, 12,000 bus wheat, 800 bbls flour

Schooner Cape Horn, Wilcox, Buffalo, 12,000 bus wheat

Schooner M. Ballard, Dowling, Buffalo, 15,500 bushels wheat

Schooner Norway, Buckley, Buffalo, 9,000 bus wheat

Schooner Republic, Lewis, Buffalo, 12,000 bus wheat

C. S. Schooner Lamplighter, Reed, Racine

Schooner Sarah Hibbert, Huntoon, Buffalo, 10,500 bus wheat

Schooner Col. A. B. Williams, Granger, Buffalo, 8,500 bus wheat, 2,911 bus barley

Bark Merrimac, Snow, Oswego, 11,500 bus wheat

MARINE INTELLIGENCE.

☞ The following vessels passed Detroit up to Saturday noon:

Up—Barks Geo. Thurston, Oliver Lee; schrs. O. Culver, Ellen White, Whip, Planet, Skoolcraft prop. Mendota.

Down—Schrs. Lilly Dancy, Wm. H. Merrill, Live Yankee, Fortune.

Weather cloudy, with moderate NW wind.

DISASTER.—We learn from the Buffalo *Express*, that the propeller *Plymouth*, of the Western Transportation Company, bound for Chicago with a full cargo of merchandise, encountered the late nor-heast gale off Point au Barque, Lake Huron, on Monday night last. Capt. Dickson says that in less than twenty minutes after the gale commenced, the seas ran so high that her decks were completely washed and her fires partially extinguished. He attempted to put his vessel around, but her after chain parted, and she fell off into the troughs of the sea. Her gangway planks were washed out, and the sea made a clean breach over her decks. She was finally got around, and returned to the river, where the necessary repairs were made, and after the gale subsided, she proceeded on her voyage. We regret to state that one of her deck hands, named John McNamee, was lost overboard. He belonged to Buffalo and leaves a family.

Steamers.

FOR PORT WASHINGTON, Sheboygan, Manitowoc & Two Rivers.

THE STEAMER CLEVELAND, Capt. Dougall, will make regular trips to above ports, leaving our dock morning and evening at 5 o'clock.

JOHNSON & OLMSTED, Agents.
sep26'59dtf

For Chicago and Intermediate Ports

THE FAVORITE STEAMER Traveller, Capt. H. Sweeney, will leave our Dock for above ports every evening (Sundays excepted), at 5 o'clock, making close connections with all incoming trains from Chicago. Freight taken at low rates.

JOHNSON & OLMSTED, Agents.
sep23'59dtf

FOR SAINT PAUL.

—THE—

SPLENDID STEAMER MILWAUKEE, CAPTAIN S. HEWITT,

WILL LEAVE PRAIRIE DU CHIEN FOR ST. PAUL

And intermediate Ports, as follows:

Tuesday.....	August 15	Saturday.....	Sept. 10
Sunday.....	" 21	Tuesday.....	" 20
Friday.....	" 26	Sunday.....	" 25
Wednesday.....	Sept. 7	Friday.....	" 30
Monday.....	" 12		

The MILWAUKEE is in accommodious and elegantly furnished. Besides offering all the conveniences that can be presented to the traveling public.
aug26-d&62m

Chicago, Milwaukee & Lake Superior LINE. 1859. LINE. 1859.

THE STEAMER LADY ELGIN, J. WILSON, Com'r, John J. Taylor, Clerk, Fred. Rice, Steward,

LEAVES CHICAGO, at 5 o'clock P. M.,

Monday.....	May 30	Friday.....	Aug. 12
Wednesday.....	June 8	Wednesday.....	" 24
Monday.....	" 20	Monday.....	Sept. 5
Friday.....	July 1	Friday.....	" 16
Wednesday.....	" 13	Wednesday.....	" 28
Monday.....	" 25	Monday.....	Oct. 10
Friday.....	" 29	Friday.....	" 21
Monday.....	Aug. 1	Wednesday.....	" 31

LEAVES MILWAUKEE, at 6 o'clock A. M.,

Tuesday.....	May 31	Saturday.....	Aug. 13
Thursday.....	June 9	Thursday.....	" 25
Tuesday.....	" 21	Saturday.....	Sept. 10
Thursday.....	July 7	Saturday.....	" 17
Tuesday.....	" 19	Tuesday.....	" 27
Saturday.....	" 30	Thursday.....	Oct. 6
Tuesday.....	Aug. 2	Saturday.....	" 22
Tuesday.....	Nov. 1.		

LEAVES MACKINAC, at 11 o'clock A. M.,

Wednesday.....	June 1	Saturday.....	Aug. 14
Friday.....	" 10	Friday.....	" 26
Wednesday.....	" 22	Wednesday.....	Sept. 7
Sunday.....	July 3	Saturday.....	" 17
Wednesday.....	" 13	Wednesday.....	" 28
Sunday.....	" 24	Sunday.....	Oct. 9
Wednesday.....	Aug. 3	Friday.....	" 21
Wednesday.....	Nov. 2		

DOUSMAN & CO., Agents,
Warehouse and Docks, foot of Erie st., near the new harbor.
may26dtf

STEAM TO GLASGOW.

LIVERPOOL, BELFAST, DUBLIN AND LONDONDERRY,

WITHOUT DELAY FOR THIRTY DAYS.

RETURN TICKETS GOOD for six months, to either of above places for $90.

FROM NEW YORK.

GLASGOW, Thomson, Saturday, 19th March, 12 M.
LONDONDERRY, Cumming, Wednesday, 13th April, 12 M.
GLASGOW, Thomson, Saturday, 14th May, 12 M.
GLASGOW, Wednesday, 15th June.
LONDONDERRY, Cumming, Saturday, 16th March.
GLASGOW, Thomson, Wednesday, 13th April.
LONDONDERRY, Cumming, Saturday, 7th May.
GLASGOW, Thursday, 16th June.

RATES OF PASSAGE.

FROM GLASGOW.	FROM NEW YORK.
First Class, 12 guineas.	First Class..... $75
Steerage, found with cooked provisions, 5 guineas.	Steerage, found with cooked provisions, 30

Children under 12 years of age, Half Fare; Infants in Steerage, Free.

Return tickets, available within six months, by any steamers of this line—

First Class..... $140
Third Class..... 60

An experienced surgeon attached to each steamship.

For passage, apply to ROBERT CRAIG, 16 Broadway, New York.
Or to West Water St., Milwaukee
dec23'57d&dcm

THE MILWAUKEE SENTINEL FOR 1859.

THE LARGEST AND CHEAPEST Newspaper in the North-West!

Eleven Copies for Ten Dollars!

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THE MILWAUKEE SENTINEL, ONE of the largest, cheapest, oldest, and most extensively circulated papers in the West, is printed on new and beautiful type, and embellished with a

Splendidly Illustrated Head!

Designed, Engraved and Electrotyped by Milwaukee artists, expressly for this paper.

THE WEEKLY SENTINEL contains Thirty-Six columns of closely printed matter, and is in every respect the most desirable Commercial and Family Journal in the whole North-West; and without exception

The Cheapest Newspaper in the Union

THE SENTINEL, Daily, Tri-Weekly and Weekly, has now an aggregate circulation of

OVER THIRTY THOUSAND!

And the liberal patronage extended to it, enables us to furnish THE WEEKLY to Clubs at a very trifling addition to the cost of the paper on which it is printed.

THE DAILY SENTINEL,

Is published every morning and mailed to subscriber upon the following strictly advance terms:

One Year.....	$7 00
Six Months.....	3 50
Three Months.....	1 75

It contains, with editorials and miscellaneous reading matter, news by Magnetic Telegraph, the latest going to press, from all parts of the world, including daily reports of the Markets at the East and South, together with accurate reports of Home Markets, and a record of all matters of importance that transpire in the city

THE TRI-WEEKLY SENTINEL,

As its name implies, is published three times a week, and contains all the editorials, telegraph news, market reports, and other reading matter of the Daily. It is mailed to subscribers for

One Year.....	$4 00
Six Months.....	2 00
Three Months.....	1 00

TRI-WEEKLY CLUB RATES.

Two Copies.....	$ 7 00
Three Copies.....	10 00
Four Copies.....	12 00

THE WEEKLY SENTINEL,

Containing all the important news of the week, commercial and financial information, and editorials upon the various topics of the day, is published every Monday, and mailed to subscribers upon the following

TERMS:

One Copy, One Year.....	$1,50
One Copy, Eight Months.....	1 00
One Copy, Three Months.....	50

Great Inducements to Club!

Four Copies, One Year.....	$5 00
Five Copies, One Year.....	6 00
Ten Copies.....	10 00

☞ Any person obtaining a Club of TEN will be thilled to the ELEVENTH copy, or eleven copies will sent for $10, thus allowing the person getting up the club, a liberal per centage for his trouble. If desired the names are written on papers sent to Club subscribers.

☞ TAKE PARTICULAR NOTICE—That all Clubs terminate at the end of one year after their formation and that those joining at any time after a Club has been sent in, must do so on the same terms as the original signers, that is, pay the same price and receive the same per centage as the original signers of the Club. ☞ These getting up Clubs, should also bear in mind, that the papers for a Club *must all go* to the same post office and in *one package*. We shall in *no instance* vary from these rules.

☞ All current bank notes, *properly enclosed and Registered in the post office* where the money is mailed, may be sent at our risk.

☞ Send Postage Stamps for change.

☞ Allletters should be addressed to

JERMAIN & BRIGHTMAN,
Proprietors of the Sentinel, Milwaukee, Wis

☞ WEEKLY PAPERS copying the above Prospectus a reasonable length of time, and calling attention to the same editorially, will be entitled to an exchange with the Daily Sentinel. Forward to our very large exchange list, we shall be obliged to hold Weekly papers strictly to these terms—unless some should prefer to remit $5 in money instead.

JOHNSON & OLMSTED,
Commission Merchants and Forwarders,
ERIE STREET, MILWAUKEE.

PIG IRON.

150 TONS PIG IRON, JUST RECEIVED, from Franklin Furnace, Clinton, Oneida Co., New York. For sale by

JOHNSON & OLMSTED,
jan24&60dtfnawvtf Erie street, foot of Main.

THE CHORISTER.

A MONTHLY PERIODICAL, DEVOTED to the improvement of Choirs and the diffusion of Musical Intelligence. Price, 50 cents per annum. Specimen copies sent gratis.

ABBEY & ABBOT,
sept26'58wtf 139 Nassau street, New York.

WILLOW WARE & BIRD CAGES.

BLAIR & PERSONS HAVE JUST RECEIVED at No. 166 East Water Street, a large assortment of Willow Ware, consisting of Traveling, School, Market and Clothes Baskets, Reticules, Wagons, Cabs, &c.; also a great variety of BIRD CAGES which we will sell at wholesale or retail at low prices.
sep29

Machinery.

F. Y. HORNING'S

PLANING AND FLOORING MILL, AND SASH, DOOR AND BLIND FACTORY, at the old stand, east side of Milwaukee river, between Mason and Wells streets, opposite Lidington & Co.'s lumber Yard. Seasoned Sash and Doors always on hand and for sale at the lowest cash prices. Also all kinds of Moulding for sale.
jy12'59dtf

BEST WHEEL IN THE STATE.

EAGLE STEAM FOUNDRY,
WEST WATER STREET, MILWAUKEE.
THE OLDEST ESTABLISHMENT in the STATE
TURTON & SERCOMBE,

MANUFACTURERS OF FLOUR, SAW and other Mill Gearing, together with Castings of all descriptions. Steam Engines of the latest improvements; Brass and Composition work.

Also manufacturers of the celebrated Hayland & Battle Water Wheel. It needless to say, in connection to the power it gives, than any other wheel now in use. Where any and all are invited to call and examine it before purchasing elsewhere, and a test of 70% revolutions per minute. For further particulars please address

G. W. & J. BOWMAN,
For all Western States.

At Messrs. Gates, Warren, Chalmers & Fraser, Corner West Washington and Canal sts.
P. O. Box 1276.
aug16'59dtf

THE BAY STATE FOUNDRY AND MACHINE SHOP, IS NOW FULLY PREPARED TO MANufacture—

STEAM ENGINES, BOILERS,

Saw Mill irons of all descriptions, Flour Mill Gearing, Shafting, &c., &c.

Iron Work of all Descriptions.

At short notice and low prices. Iron and Brass Castings. JOB WORK of all descriptions made to order with despatch. Orders solicited.

WM. GOODNOW, Agent.
aug26'59dtf

HOWARD ASSOCIATION, PHILADELPHIA,

A BENEVOLENT INSTITUTION ESTABLISHED by Special Endowment for the Relief of the sick and distressed, afflicted with Virulent and Epidemic Diseases.

In time of Epidemics, it is the object of this Institution to establish Hospitals, to provide Nurses, Physicians, Medicines, Food, Medical Attendance for the sick and destitute, to take charge of the orphans of deceased parents, and to minister in the most effectual way to the relief of the afflicted, thus securing the health of the public at large. It is the duty of the Directors, at such times, to visit personally the abodes of the destitute and to provide and execute means of relief. Numerous Physicians, not being members of the Association, usually enrol their names with it, and hold themselves in readiness to attend its hospitals, free of all charge.

In the absence of epidemics, the Directors have authorized the Consulting Surgeon to give advice and medicinal aid to persons suffering under CHRONIC DISEASES of a Venereal character, and to supply them with the physical powers, and treatment, the effects of drugs, &c., &c.

Various LETTERS and TRACTS on the nature and treatment of Chronic Diseases, by the Consulting Surgeon, have been published for the information of the afflicted.

Address, for Reports of treatment, to Dr. GEORGE R. CALHOUN, Consulting Surgeon, Howard Association, No. 2 South Ninth Street, Philadelphia, Pennsylvania.

By order of the directors,

EZRA D. HEARTWELL, Pres.
GEO. FAIRCHILD, Sec.

CITY AUCTION ROOM.

I HAVE THE FOLLOWING PROPERTY which I want to exchange for Dry Goods, or any other kind of Merchandise:

First—A good Farm in Jefferson County, Wisconsin, twenty-five miles from Milwaukee, on the plank road, 160 acres, such as wheat were ascertained to yield when we first came to this country, twenty-five bushels per acre, a good house and barn, well watered, and fenced, 40 acres of it is heavy timber. A large settlement surrounds the said farm.

Second—Two stores and brown house, opposite Post Office on Wisconsin st., which contains about twenty-five rooms and rents for about one thousand dollars.

Third—I have two horses, one perfectly sound, kind and gentle; the other is somewhat lame and blind, but can be used in the team for family use. Also, two carriages, buggy, wagon, sleighs, harness, &c., &c.

Fourth—I have three hundred acres of school land in Marquette County, Wis. This land has been selected, by all other school lands. Now, as the above property is worth more than I can afford to pay my present city property. The said property is free from all incumbrances. CALEB WALL,
sep17 City Land Agent.

A Card to Brewers and Distillers.

I BEG TO RETURN THANKS TO THE Brewers and Distillers of Wisconsin, Illinois, Iowa and Minnesota, for their patronage, while I have been engaged in the Malting business in Milwaukee. I have now sold out my business to Messrs. Goss & Salk, who will have at all times a large supply of first quality of Malt on hand, and will be glad to deal with my old customers, and from their thoroughly understanding the business, will be capable of giving at all times, satisfaction to the trade therein.

M. MIDDLEWOOD.
Milwaukee, sept. 1st, 1859. sep15'59dw1m

The undersigned, referring to the above, will assure Brewers and Distillers that they will not fail to find the largest and best quality of Malt, which will be sold at prices as cheap as the market allows.

sep13'59d3wdwim Corner of Eighth and Chestnut sts.

THE BEST BOOK FOR CHOIRS AND SINGING SCHOOLS

THE AMERICAN CHOIR, BY PROF. A. N. JOHNSON. A large collection of NEW and very pleasing SACRED MUSIC—containing also,

I.—The Rudiments of Music.
II.—The art of singing.
III.—The art of singing effectively.
IV.—Directions for singing in classes.

An invaluable work to all who would learn to sing well. Price, 75 cents. Specimen copies sent post paid, on receipt of price.

ABBEY & ABBOT,
sept26'58wtf 139 Nassau street, New York.

DON'T READ THIS!

MEN WANTED, TO SELL RAPID selling, valuable FAMILY WORKS.

Historical, Religious, Descriptive, &c.,

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sep19w2t

Railroads.

Mil., Wat. & B. V. R. R.

NOTICE.

ON AND AFTER WEDNESDAY, SEPT. 21st, passengers for all points on the M., W. & B. V. R. R. will leave Milwaukee at 2:05 P. M. on Trains of the Road. Trains going East will connect with M. & M. trains at Junction at 11:52 A. M., arriving at Milwaukee at 12:40 P. M.

S. S. MERRILL, Sup't.
sep20dtf

MILWAUKEE & CHICAGO R. R.

SUMMER ARRANGEMENT.

Great United States Mail and Express Route.

THE ONLY RELIABLE AND ALL RAIL ROUTE to the EAST, SOUTH and SOUTH-WEST, and the only line making close connections. Baggage checked through to principal points.

On and after Monday, Sept. 12th, 1859,

Trains leave Depot, corner of Florida and Barclay sts., as follows:

At 6:30 A. M.—PASSENGER TRAIN for Beloit, Freeport, Dunleith, and all intermediate stations on the R. & M. and C. M. Roads. Connects at Janesville for Madison, Prairie du Chien, Galena, Dubuque, &c. At 10:30 A. M.—EXPRESS PASSENGER, arriving at Chicago at 2:15 P. M.

At 5:15 P. M.—EXPRESS PASSENGER, arriving at Chicago at 10:15 P. M., and making close connections with cars for Detroit, Buffalo, New York and Southwest. Passengers leaving Trains East and Southwest, at Chicago, for points West over the C. & M. R. R. at 6:30 P. M. Freight forwarded with dispatch, and at low rates. Passenger trains leave Chicago for Milwaukee and the Northwest at 9:00 A. M. and 5:15 P. M., arriving here at 12:40 P. M. and 10:15 P. M.

JOHN T. MOODY, Master Transportation.
Milwaukee, April 25, 1859.

MICHIGAN SOUTHERN & LAKE SHORE R. R.

1859. 1859.

SEASON ARRANGEMENT.

TAKES EFFECT ON AND AFTER APRIL 3RD.

Great Through Route to New York,

TOLEDO, CLEVELAND, PITTSBURG, Harrisburgh, Wheeling, Syracuse, Troy, Burlington, Lake George, Rondout, Newburgh, Piermont, Dunkirk, Albany, Rutland, Montreal, Boston, Philadelphia, Baltimore, Washington City, Glenham, Poughkeepsie, Saratoga, Whitehall, Rouse's Point, Ogdensburgh, Rochester, Buffalo, Niagara Falls, Suspension Bridge, Lewiston, Queenston, and to all points in Ohio, Pennsylvania, New York, and the New England States.

6:00 A. M.—Mail and Accommodation, Via old Michigan Road, daily, (Sunday excepted), leaving Toledo at 4:25 P. M., connecting at Adrian with train reaching Detroit at 7:15 P. M., connecting with trains on Great Western R. R. for Canada.

8:00 A. M.—New York Express (daily, except Sunday,) Via Goshen Air Line, reach Toledo at 6:15, P. M., and Detroit direct, at 10:15, P. M., time to connect with trains for Great Western R. R. eastward, and all points beyond in Canada.

8:00 P. M.—New York and Boston Express, (Daily, except Saturday,) Via Old Michigan Road. Leaves Toledo at 5 A. M., at Detroit 11:30, connecting with 1:30 P. M. train for Great Western R. R.

Connection made at Clyde and Monroeville for all points interior in Southern and Middle Ohio. Through coaches are attached to all trains for Pittsburgh, Philadelphia and Baltimore, making as quick time as any other route.

WOODRUFF'S NEW SLEEPING CARS accompany all Night Trains on this route to New York and Boston.

All Trains for Summer are newly fitted with Venetian Blinds and dusters.

Tickets can be had at all ticket offices in the West and at the principal offices under the Revere House, corner Randolph and Dearborn streets, and at the Depot.

GEO. M. GLAZIER, Gen'l Western Agent.
JOHN D. CAMPBELL, Gen'l Supt.

The Excelsior Water Wheel Co.

ARE MANUFACTURING A NEW KIND of Water Wheel, patented in May, and 15th December, 1858, by J. H. Fairchild, of Vermont. It involves an entirely new principle in the mode of applying power, and controlling the water, by which we obtain 25 per cent more power than is afforded by any other wheel now in use. Some of the advantages of this wheel are:—

1st. We obtain the gravity weight of the water, and have the whole force of the full head and fall, from water to waste.

2d. It surpasses all other wheels in velocity and power.

3d. It is perfectly under the control of the workmen, either for the largest or smallest quantity, as the strength of the wheel is not diminished by reducing its motion, since it depends upon the weight of water and not upon the velocity. The wheel which always consume about the same.

4th. It occupies less space than any other wheel—is placed inside the flume, near the SURFACE of the water, and is of course affected by freezing.

5th. It runs in the water, being made of iron, and can be put in to any place and attended to with small cost. New Mills, Grist Mills, and machinery of all kinds, are greatly facilitated by the use of this wheel. The velocity of gate or governor is so slight, and the facility of changing the wheel is such that the expense of gearing up is avoided for nearly all purposes.

Together with the advantages above stated, we are ready to warrant the Wheel to possess a power equal to the following figures, for each foot fall of water:

Inch wheel.		
10¾	"	50-horse-power.
12	"	70 "
13¾	"	99-100 "
14	"	1.31 100 "
15	"	1.65 100 "
16	"	1.97 100 "
16¾	"	2.35 100 "
18	"	2.76 100 "
19	"	3.20 100 "
20	"	3.67 100 "
22	"	4.75 100 "
24	"	5.95 100 "
30	"	9.30 100 "

Wheels of the above sizes run from 100 to 1000 revolutions per minute. When sold, are completed with gate, ready for setting, and we guarantee every one to place it in the flume, which can be done with less expense than any other wheel.

The Company have an experienced workman, who will put them in any place in working order, if required, at reasonable rates. The price of the wheels is less in price than any other wheels now in use.

W. B. STURGESS, Sec'y, Troy, N. Y.

CERTIFICATES.

MIDDLETOWN, Ct., Dec. 1, 1858.

Dear Sir—In answer to your inquiry relative to the working of the Fairchild patent Water Wheel that you put into my factory for me, I take great pleasure in stating that it has given entire satisfaction. I have room for family use. Also, two Grindstones, 1 Bolter, 1 Corn Sheller, Buckets, and repaired it with one of Fairchild's Governors. It has now run 1 year, and is more powerful, with no greater amount of water, and the motion is as steady as that of a steam engine. It makes the shafting and machinery run very favorable.

It operates under a 9 feet head and fall, and carries without any regulator, 4 pairs of stones 4 feet diameter, and 1 pair 3 feet diameter, though as is necessary for the manufacturing of firearms, whereas an increase of power is necessary for the wheels would materially lessen the speed.

It is without doubt the best Wheel I have ever used, and my experience in Water Wheels extends over a period of 25 years. Any one interested in Water Wheels will do well to call and see it in operation. (Governor attached.) If he will take the trouble of calling at my factory and see its performance.

Yours respectfully, EDWARD SAVAGE.

Mr. Savage will be manager of the Middletown Arms, 1859. The Wheel continues to perform entirely well, and I am more and more pleased with it. It has not caused us a moment's delay since you were here.

SAMUEL P. FAIRCHILD, Middletown, Ct.

SHERMAN, FAIRCHILD & CO., Troy, June 20, 1858.

Dear Sirs—The Wheel in one of Mr. Fairchild's wheels in operation at my Machine Shop, which I can recommend to the public with perfect confidence. It possesses all the advantages which are claimed for it. The wheel which I am using is twelve inches in diameter. It gives more power, and runs more steadily over. It gives more power than any wheel I have heretofore used, requiring less water under the same head and fall.

H. CARLISLE.

Many other testimonials from heavy eastern manufactories may be seen at my office, where the public are invited to call and examine this wheel, and where they will at all times be ready to supply the demand. An 18 inch wheel is now running the Planing Mill and other Machin